RAILROAD

AUGUST, 1962

JUN 5 VAN

MAGAZINE — 50c

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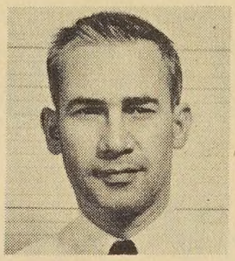

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RAILROAD MAGAZINE

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VOL. 73, No. 5 AUGUST, 1962 50 CENTS

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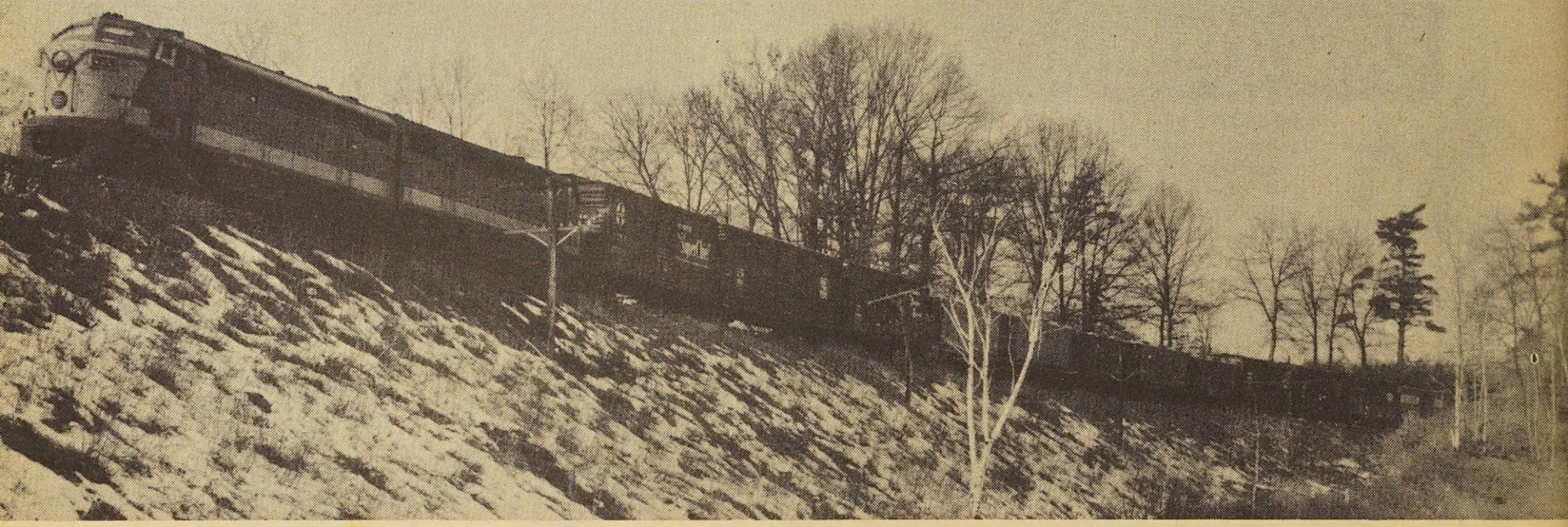
Where steam once ran, Canadian National diesel 9340 is wheeling a CV train southward past East Northfield, Massachusetts
David Plowden, New York City



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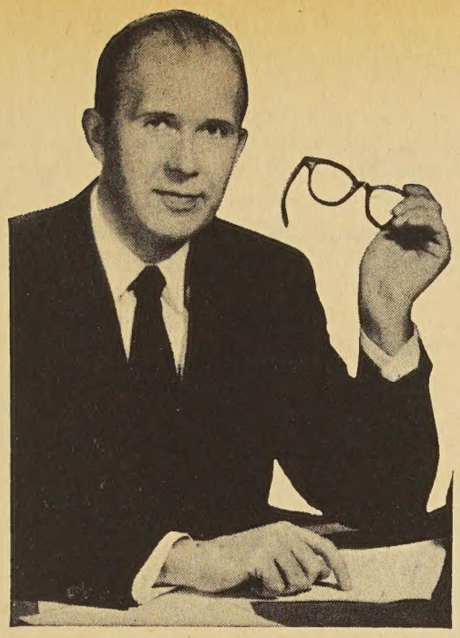

Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed in front of friends or the people you work with, because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. During the past eight years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question *What is so important about a person's ability to speak and write?*

Answer People judge you by the way you speak and write. Poor English weakens your self-confidence — handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What do you mean by a "command of English"?*

Answer A command of English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation — also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But isn't it necessary for a person to go to school in order to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home — in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long does it take for a person to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How may a person find out more about the Career Institute Method?*

Answer I will gladly mail a free 32-page booklet to anyone who is interested.

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If you would like a free copy of the 32-page booklet, How to Gain a Command of Good English, *just mail the coupon below. The booklet explains how the Career Institute Method works and how you can gain the ability to speak and write like a college graduate quickly and enjoyably at home. Send the coupon or a post card today. The booklet will be mailed to you promptly.*

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(3) Its original drawings. These include not only the male and female reproductive organs, but specially drawn illustrations depicting the correct and incorrect methods of intromission. $4.00.

Bride and Groom

By F. M. Rossiter, M.D. Chapters include: After The Honeymoon, The Male Sex Organs, The Female Sex Organs, The Breasts As An Erotic Factor, Conception and Childbirth, Sexual Responsibility, Causes of Sexual Failures in Husbands, Frigidity in Wives, Eliminating Difficulties, Sex Facts For Married Couples, Preliminary Coital Technique, Coital Positions (1 to 85), Technique of Coital Movements, The After-Play, Body Hygiene, Glossary of Sexual Terms including pronunciation guide. $3.00.

Sex Adequate Female

By Frank S. Caprio, M.D. Concerned primarily with the reasons for sexual disturbances in women — their cause and cures.

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frigidity — varieties, relation to homosexuality, causes; early sex traumas, causes of guilty feelings; frigidity and other sexual maladjustments revealed by erotic dreams, the ideal sex relationship—preliminaries, foreplay, variations in posture, attaining a mutual climax, the afterplay; an analysis of the most modern sex practices; female homosexuality $2.50.

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MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

PERSONALITIES. Being a Western Pacific trainman with 26 years' service, Harold E. Yount has had some narrow escapes. His daughter Marjorie, a brown-eyed blonde, tells us: "Once while he was on duty, standing on passenger-car steps, his hand slipped off the grab-iron and he fell into trackside brush. After walking to the nearest highway, he managed to hitch a ride to the terminal, 20 miles away. On another occasion, he fell when he was turning a brake-wheel that snapped off a boxcar top. Train wheels ran over his raincoat without touching him. My father remembers, too, working on a freight loaded with explosives in wartime. The train was derailed but did not blow up. And one day when he got off to check his freight in a forest area, an enraged buck chased him back into the caboose."

Marjorie Yount

Margie's family boasted four other "rails": her grandfather, three of his brothers, and her brother Jim. She is 18 and studying horticulture in the hope of owning a nursery and flower shop some day. Address: Box 896, Portola, California.

A Southern Pacific conductor is also pastor of a Baptist church: Rev. Claude McCorkle, 2809 Arroyo Chico, Tucson, Ariz. Who knows of other railroader clergymen?

Twenty-year-old twins Maureen and Ann Smith, both employed by the British Railways, were married the other day in a double wedding. Both husbands are draftsmen.

Long ago the Pennsy hired Victor H. King, age 15, as a messenger and Morse telegraph learner for $1 a month. But A. Leslie Ricketts, Aberdeen, Md., got only 25¢ a month plus 75¢ a month in the form of "voluntary relief" for a similar job plus janitor service, part day and part night, seven days a week. By 1893, when your editor's father, Walter Hubbard, started working for the Pennsy as a freight clerk, wages had gone up considerably. Walter Hubbard was paid $40 a month for a ten-hour day, six days a week. He would have received a trifle more if he had been willing to work Sundays also, now and then, but being a very religious man, he declined.

"Carload Andy" Ospring, ex-hogger, 1322 N. Ontario St., Burbank, Calif., reports having received more than 50 letters and cards from readers commenting on his "Vandalia Story" (April issue).

Miss Carol Richmond, age 17, a British Railways typist, is the fourth generation of her family to follow a rail career. Does North America have any fourth-generation railroaders?

Cardinal Spellman of New York is a trolley fan, according to William C. Kessel, Hamburg, N. Y., quoting the New York prelate as saying: "I always take one or two rides in streetcars anyway, but I am taking three or four in the Brazilian cities. It is a nice way to study the map of a city and also a convenient way to observe people and things." The cardinal's recent biography suggests that for years he was practically a commuter between Boston and New York on the New Haven's midnight sleeper, *The Owl,* and mentions specifically the *Yankee Clipper,* in whose diner he once bought "a nice simple meal" for the man who later became Pope Pius II.

"You've been carrying the same portrait of Miss Barbara Kreimer for years; it seems she never grows older—why?" writes T. W. Hansen, Rte. 1, Box 64-E, Portland, Ore.

That photo, Mr. Hansen, was taken when Barbara first joined our staff. She is still a beautiful young lady but is more mature-looking now. We use her old portrait for the same reason that you see a pretty girl's picture on a box of fine cigars or a can of tomatoes. It's the trademark, so to speak, of our *Information Booth.*

Can anyone match the record of F. E. Gillespie, 1813 Kenneth St., Modesto, Calif.? He hired out to the CB&Q, made only one student trip over it on April 9, 1922, and then returned as a paid brakeman, because one crew man did not work back on account of illness.

Private railroad cars are not entirely extinct. Mrs. Charles (Joan Whitney) Payson bought an elegant one, named *Adois II,* from Mrs. Anita Young, widow of railroad tycoon Robert R. Young, who committed suicide, and rides it occasionally. And we all know about the plushy "chariot" belonging jointly to Lucius Beebe and Charles Clegg.

Reed Zars, age 7, had a rare type of birthday party the other day. The Burlington, Rio Grande, and Western

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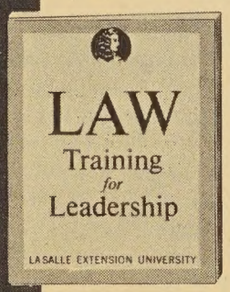

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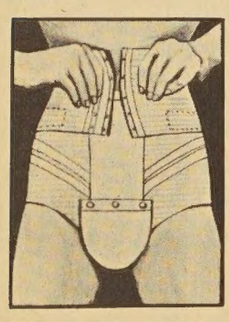

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Pacific, which jointly operate the *California Zephyr,* played host to Reed and 30 of his schoolmates at a party aboard the train as it sped between Oakland and Pleasinton, Calif. That is because he was the first and only baby born on their San Francisco-to-Chicago domeliner. The roads gave him an electrified replica of the *Zephyr.*

Death came quietly in bed to Al Jennings, age 98, onetime Oklahoma badman, who claimed to have robbed 15 or 20 trains. Convicted of train robbery and given a life term, he was paroled after serving 5 years, and in 1907, the year after *Railroad Magazine* was founded, President "Teddy" Roosevelt pardoned him. After that he went straight, becoming a lecturer, evangelist, and constant critic of phony TV outlaws. He died at Tarzana, California.

"I am interested in *Railroad Magazine* and all kinds of foreign stamps," writes Kofi Kom, Bakado St., P.O. Box 28, Biseasi, Ghana, Africa.

"Can anyone beat my railroad service record?" asks Norman Orfall, 1310 Sunset Drive, Tempe, Ariz. "I am 19 and have worked for 4 railroads and on 5 Southern Pacific divisions since I first hired out at Phoenix in May, 1960."

During the last six months of 1961 A. F. von Blon, Jr., Box 6422, BU Station, Waco, Tex., held four different jobs and four different titles, all on the Katy, the jobs being boilermaker, electrician, foreman, and machinist.

World's biggest railroad family? Maurice Boisvert of Montreal, a Canadian National Railways mechanic, and his wife have 12 daughters and 7 sons, ranging in age from 2 to 22. Their food alone costs about $350 a month.

New York Central's Sandusky Division had a real novelty: a father-son engine crew in which the son was older in seniority than the father, according to S. E. Herring, NYC clerk to road foreman, 932 N. Main St., Bellefontaine, Ohio. The other day W. F. Runkle, engineer, and his father, J. G. Runkle, fireman, were called for the crew of freight train MC-2. Both men are promoted engineers bucking the firemen's extra board.

Each week-end for the past six years Mrs. John A. Marynski, age 61, has been traveling about 500 miles by rail between her home in northern Michigan and the St. James Episcopal Church in downtown Milwaukee, Wisconsin. Her town has no Episcopal edifice and Mrs. Marynski does not own a car. So every Saturday night she boards a Milwaukee Road train at 9:30, dozes in a day coach, and reaches the big city at 5 a.m. After "fixing up," she eats a light breakfast at the station restaurant, chats with other travelers in the woman's lounge, and then strolls leisurely to church for the 11 o'clock service. The afternoon is spent visiting friends or in a movie. Come 8:45 p:m., she boards a train which gets her back home shortly after 4 a.m. Monday. ●

OUR June cover is drawing a flock of comments, such as: Alan Oslick, Lafayette Hill, Pa. : "If someone were to award prizes for the outstanding cover of the month on *all* magazines, June *Railroad* would be judged the undeniable winner. It's really beautiful."

Elliott Kahn, Flushing, N. Y.: "The only third-dimensional magazine cover I've ever seen."

H. K. Vollrath, L&A train dispatcher, Shreveport, La.: "Intriguing and delightful. I pondered a number of guesses as to the location of that scene before I looked inside, and was fooled. George Frazier's 'Vanishing Passenger Trains' (same issue) is fine writing, perhaps over the heads of some fans, but I love it."

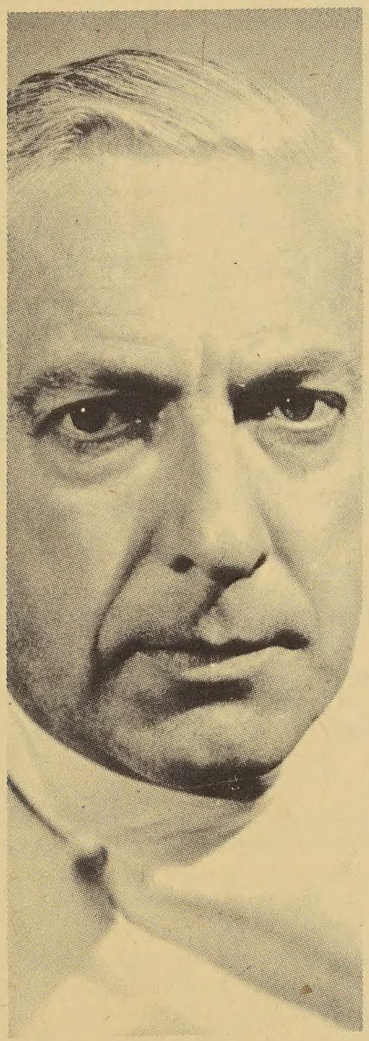
"June is *Railroad's* alltime finest issue," says Stan Repp, illustrator of Manhattan Beach, Calif. "The cover alone is well worth 50¢."

Describing our June issue as "a nicely presented package," Frank P. Donovan, Jr., Minneapolis, Minn., writes: "Excellent cover, wide variety of articles, and attractive picture content. I liked especially your lead article on the *Mistral* and 'Vanishing Passenger Trains.' But those old coaches pictured on page 20 were scrapped long before the M&StL ran its last 'varnish.' Your *Interesting Railfans* is becoming a major attraction. I am eager to read about Whitaker; to many people he is a mystery man, almost a legend." ●

ALONG THE IRON PIKE. Walt Thayer, Wenatchee, Wash., who supplied the photo of a pole-tracked Canadian railway that Joe Easley copied for his June picture-page, has learned that this railway was the 7-mile Bourlamaque Central, built in 1944 to rich mineral deposits in northwestern Quebec between the villages of Bourlamaque and Louviscourt. Over 6,000 young trees were cut down and rough-hewn to build tracks over swamps and muskeg.

"Tell Easley, whose page I always enjoy," writes Colin Lee, Webster Groves, Mo., "that the first diesel-electric switcher was not the one built in 1938, shown in April issue, but was a 50-ton double-truck unit built earlier by Baldwin-Westinghouse for yard service at the East Pittsburgh plant of Westinghouse." ●

Let's take the bunk out of BALDNESS!



Note to Doctors

Doctors and hospitals engaged in clinical work on scalp disorders are invited to write for professional literature and samples of the new Alophene Formula Series.

First, let's understand a few facts about hair growth and baldness. Common baldness follows a characteristic pattern. The hair recedes at the temples and there is a gradual loss of hair at the crown of the head. Hair lost in this manner is progressive and, if unchecked, the end result is baldness.

You may have seen ads with "before and after" photographs of men and women enjoying renewed hair growth. These photographs are probably authentic. But the next time you pick up one of these ads observe it carefully. Note that the baldness areas do *not* follow the characteristic pattern of common baldness. Note that the bald spots are not on the crown or at the temples. Instead, they are almost on any other part of the head — the back of the head, the side of the head — places where most people still retain hair after many years of being bald. These people were suffering from a scalp disorder called *alopecia areata*, which means loss of hair in patches. In these cases the hair falls out in clumps practically overnight, and grows back the same way after weeks, months, or years later. Doctors don't know the cause of alopecia areata but believe it results from a nervous disturbance.

At any rate, the chances are 98 to 1 that you *do not* have alopecia areata.

NOW YOU CAN STOP WORRYING ABOUT BALDNESS

Now we can clear the air. Up to this time no one has discovered how to grow hair on a bald head. So, if you are already bald, make up your mind that you are going to stay that way. Or if you are losing your hair from male pattern baldness, which is the predominant cause of hair loss, there is nothing you can do to stop the march of baldness. So, quit worrying about it—enjoy yourself.

But you may be losing your hair to a scalp disease called *seborrhea*. The symptoms of scalp seborrhea are easily recognizable— itchy scalp, hair loss, very dry or oily scalp, head scales and dandruff. Not every case of seborrhea results in baldness but doctors know that men and women who have it usually lose their hair.

Today there is something you can do to control this hair-destroying disease. The development of the amazing new scalp medicine called Alophene may mean that thousands of men and women can now *increase the life expectancy of their hair*. Alophene has two special formulas, which work together to control scalp seborrhea and stop the hair loss it causes.

HOW ALOPHENE WORKS ON YOUR SCALP

This is how Alophene works: (1) It tends to normalize the secretion of your sebaceous glands, to control excessive dryness or oiliness. (2) By its rubifacient action, it stimulates blood circulation to the scalp, thereby supplying more nutrition to the hair follicles. (3) By its antiseptic action, it kills on *contact* hair-destroying bacteria. (4) By its keratolytic action, it dissolves dried sebum and and ugly dandruff, tends to normalize the lubrication of the hair shaft.

A few treatments, and your hair looks more beautiful, vital, and alive. Head scales and dandruff disappear. Scalp itch stops. Hair loss due to seborrhea stops. Alophene, in short, is an amazingly effective treatment.

Today there is no excuse for any man or woman to neglect the warning signals of scalp seborrhea. After years of research and experimentation, we can say this about Alophene. We know of no other treatment, used at home or in professional salons, that can surpass Alophene in combating seborrhea and stopping the hair loss it causes.

ALOPHENE IS UNCONDITIONALLY GUARANTEED

Therefore, we offer you this UNCONDITIONAL GUARANTEE. Try Alophene in your own home. In only a few days your hair must look healthier, more attractive, and alive. Your dandruff must be gone. Your irritating scalp itch must stop. Your hair loss due to seborrhea must stop. If your hair loss is of the predominant male pattern type, which neither our product nor anything else will help, you lose nothing. We will send you a full and immediate refund.

You must be delighted with the results. You must be completely satisfied with the rapid improvement in the condition of your hair and scalp, or return the unused portion of the treatment and we will refund the entire purchase price at once.

You now have the opportunity to help *increase the life expectancy of your hair at our risk.*

So don't delay. Nothing — not even Alophene can grow hair from dead follicles. Fill out the coupon below. Give yourself this chance to enjoy stronger, healthier hair again.

©1961 BLYTHE-PENNINGTON, LTD., 23 West 44th St., New York 36, N. Y.

BLYTHE-PENNINGTON, LTD., 23 West 44th Street, New York 36, N. Y.

Please send at once the complete Alophene hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results of the treatment, or you GUARANTEE prompt and full refund upon return of unused portion of treatment.

☐ Enclosed find $10. (Cash, check, money order). Send postpaid.

☐ Send C.O.D. I will pay postman $10 plus postage charges on delivery.

3407-K

Name_____

Address_____

City_____ Zone____ State_____

RUSH THIS NO-RISK COUPON TODAY!

NEW 1500-PAGE BOOK. The railroads have a great future as well as a great past, according to John W. Barriger, president of the Pittsburgh & Lake Erie, railfan extraordinary, and possessor of the world's largest privately-owned railroad library. At a luncheon in Pittsburgh the other day John distributed the first copies of *Region of Opportunity—Industrial Potential Along the Pittsburgh-Youngstown Axis,* a massive economic study of 77 counties in P&LE territory.

Four years in preparation, this study by Arthur Longini fills 1500 pages with informative data, tables, charts, and maps. Never before, that we know of, has any railroad company issued a survey so monumental. The book was designed to take the guesswork out of industrial development in the region it covers. It carries no advertising and is being distributed widely among interested groups and industries. For private buyers it costs $25. ●

BRIEFLY SPEAKING. June 16 opens the sixth season of the narrow gage, steam-powered Black Hills Central that runs out of Hill City, at the foot of Mt. Rushmore, 26 miles south of Rapid City, S. D. An ex-WP&Y engine, *Klondike Casey,* will make 5 trips daily, 7 days a week. The length of the BHC is being doubled; a 5-mile standard-gage branch will be opened July 4th. This road owns 6 old steamers, including a Sumter Valley n.g. Shay. Last year 36.500 passengers rode it.

"I await H. L. Kelso's next article on Moguls," writes Ordie Conrad, 512 Pleasant St., Rockwell City, Iowa. "SP Moguls were very much in evidence as recently as 1956 on the Niland-Ogibly locals during the beet rush. As a telegrapher I used to work in that area."

Dining cars on U. S. railroads are now receiving A, B and C grades from the Public Health Service on their food sanitation practices. The grading card is required to be in public view for the guidance of the traveling public.

The Long Island R.R. recently began air-conditioned bus service, connecting with trains, to and from the eastern part of the island where the population is too sparse to make train service pay. A pretty hostess featured the first bus runs between Huntington and Riverhead.

One of the world's fast de luxe trains, the *Rheingold Express* of the German Federal Railroad, with a speed potential up to 100 mph, became a thing of beauty on May 27th by acquiring all-new rolling stock, painted blue and cream, silver-lettered. The dome-shaped glass roof on its observation lounge, a type long familiar to Americans, is the first such equipment seen in Germany. The *Rheingold,* originally dating back to 1938, can attain very high speed because of its lightweight steel cars, its rail-magnet brakes in addition to air-pressure brakes, and the continuously welded rail over which it runs. It is powered by an electric locomotive until it reaches non-electrified line, when a diesel takes over.

Which is more important, passengers or fish? Joseph Fox of London, England, tells us that a certain morning passenger train on the British Railways from Wells-next-the-Sea is normally scheduled to run to the port and market town of King's Lynn, but sometimes runs to Norwich instead. This diversion occurs whenever it is carrying a load of shellfish destined for Norwich. The passengers kick, of course—but how many railroads cater to passengers?

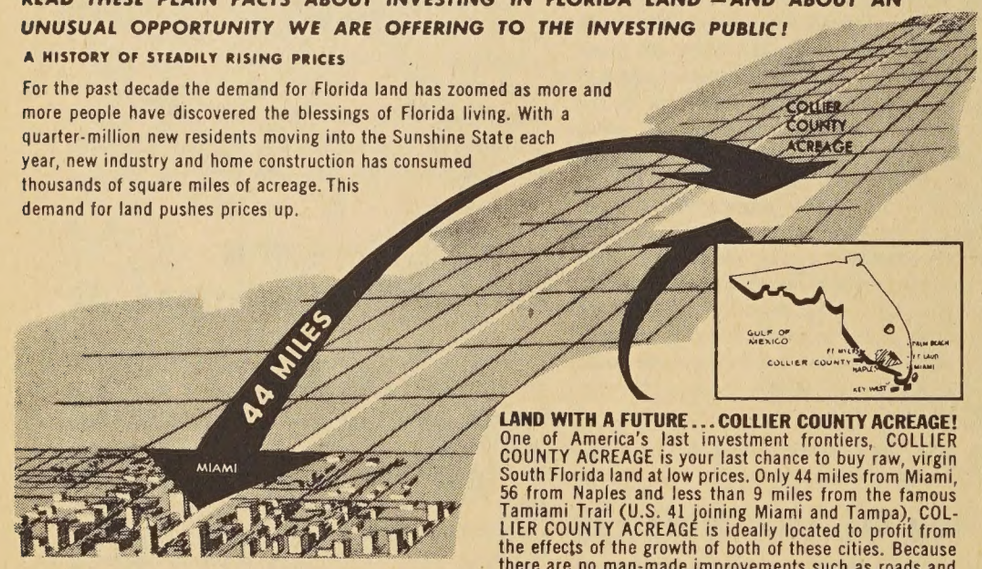
Features in next issue of *Railroad Magazine* (October, out around August 1) will include "The Story of Pennsy Electric Locomotives," by Sy Reich, and "Adventure Rides the *Orient Express,*" by Freeman Hubbard. ●

the Florida Land Boom is JUST STARTING in Collier County!

READ THESE PLAIN FACTS ABOUT INVESTING IN FLORIDA LAND—AND ABOUT AN UNUSUAL OPPORTUNITY WE ARE OFFERING TO THE INVESTING PUBLIC!

A HISTORY OF STEADILY RISING PRICES

For the past decade the demand for Florida land has zoomed as more and more people have discovered the blessings of Florida living. With a quarter-million new residents moving into the Sunshine State each year, new industry and home construction has consumed thousands of square miles of acreage. This demand for land pushes prices up.



"BETTER BUY LAND NOW, 'CAUSE THEY AIN'T MAKING ANY MORE, NOWADAYS." The immortal Will Rogers, famous for his knack for talking straightforward horse sense, made that statement years ago—and it certainly applies to Florida land today. As the demand for Florida land continues—and it will as more and more families take up residence every day—the supply of land diminishes. The inevitable result of increasing demand and diminishing supply is one that every economics textbook clearly states—prices must go up!

ANOTHER CHANCE FOR THOSE WHO SAY, "I WISH I HAD A SECOND CHANCE!" Many investors have sat on the sidelines, watching land prices zoom to beyond their reach before they decided to act. Fortunately, there is, once again, a chance for them to share in the golden future of Florida land, to make a sensible, forward-looking, speculative investment in virgin acreage at low prices. They can do it now, for a very limited time only—for as little as $495 per 2½-acre tract—with only $1 down and $10 a month!

LAND WITH A FUTURE... COLLIER COUNTY ACREAGE! One of America's last investment frontiers, COLLIER COUNTY ACREAGE is your last chance to buy raw, virgin South Florida land at low prices. Only 44 miles from Miami, 56 from Naples and less than 9 miles from the famous Tamiami Trail (U.S. 41 joining Miami and Tampa), COLLIER COUNTY ACREAGE is ideally located to profit from the effects of the growth of both of these cities. Because there are no man-made improvements such as roads and drainage—and because no such improvements are planned for the immediate future—prices are low thus offering an opportunity for small investors to profit if and as growth occurs. It is unexploited land, land that can grow in value as more and more South Florida land is gobbled up by builders, farmers and large-scale developers. With an elevation of 11'- 12', COLLIER COUNTY ACREAGE is actually higher than land in many of Florida's biggest cities, although during the rainy season, parts of it are often wet due to lack of necessary drainage.

THE TIME TO BUY IS RIGHT NOW! Don't look back a year from now and say, "I wish I had bought." By acting now, you'll save money, you'll build up your assets, you'll own your land in South Florida that much sooner. A year from now, you'll look at the new prices, the new Florida growth statistics and you'll say, "I'm glad I bought — last year!"

60-DAY MONEY-BACK GUARANTEE!
If, at any time within 60 days, you are not completely satisfied that your investment in Collier County Acreage is a wise one, every penny you have paid will be immediately refunded—No questions asked.

2½ ACRES (108,900 SQ. FT.) **$495**

ONLY **$1** DOWN

YOUR LAST CHANCE TO BUY THIS ACREAGE AT THIS LOW PRICE! DON'T LOSE OUT—MAIL RESERVATION COUPON AND $1 DOWN PAYMENT *NOW!*

$10 MONTHLY

ALL TRACTS ONE PRICE! NO CLOSING COSTS... NO INTEREST. NO TAXES UNTIL LAND HAS BEEN PAID FOR!

MIAMI INVESTMENT COMPANY
1200 S. W. 1st STREET • MIAMI 35, FLORIDA • FRanklin 7-4044
Member Miami-Dade County Chamber of Commerce
Charter Member—Florida Acreage Council

16,000 BUYERS CAN'T BE WRONG

AD 61037 (K-O)

OUR EIGHTEENTH YEAR

MIAMI INVESTMENT COMPANY, Dept. AMG-1
1200 S.W. 1st Street • Miami 35, Florida • FRanklin 7-4044

I'd like to join you as an investment pioneer in Collier County Acreage. Enclosed is my $1 down payment. Please reserve _____ 2½ acre tract(s) in my name. Rush me complete details, including photos, maps, brochures, etc. I must be convinced that this is a wise speculative investment—or my money will be refunded within 60 days—no questions asked.

NAME _____

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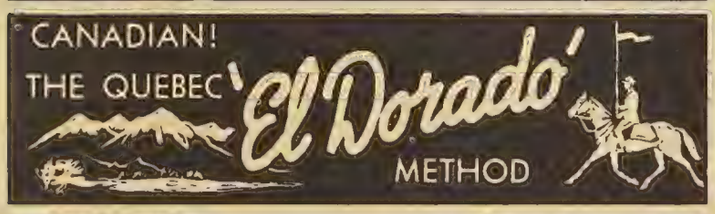
CITY _____ ZONE ____ STATE _____

25 YEARS RESULTS - PLUS 5 YEARS 'WORKOUT' SHOWING PROFITS AVERAGING OVER $130.00 FOR EACH DAY OF INVESTMENT - FOR COST OF STAKES AVERAGING LESS THAN $2.00 PER DAY OF INVESTMENT! . . .

AND JUST THINK! THIS IS JUST ONE ONLY OF THE 10 WORLD'S BEST RACING METHODS INCLUDED IN THIS WONDERFUL PUBLICATION. ALL FOREIGN METHODS SKILLFULLY ADAPTED TO AMERICAN RACING.



ALL TEN WONDERFUL METHODS IN THIS FABULOUS PUBLICATION

FOR **Only $4.95**

GUARANTEE-OF-SATISFACTION

If not delighted with this fascinating publication — simply return within 10 days for full refund.

Important. This offer is not to be construed as a direct invitation by us inviting you to speculate financially, but here is a **fascinating** and **intriguing** publication — **of unsurpassed interest,** to all who enjoy horse-racing, the favorite sport of kings for **centuries.**

Clip this Coupon NOW

To The Ronald Hitchings Publishing Company, Dept. A/A1
P. O. Box 5715, Carmel, Calif.

Dear Sirs: Please send me the HITCHINGS COLLECTION OF 10 WORLD'S BEST HORSE-RACING METHODS for which I will pay the Postman $4.95, plus postage on delivery. I understand that for one method alone, 25 years' results are supplied — plus a 5 years 'Workout' showing profits averaging OVER $130.00 for each day of investment, for cost of stakes averaging LESS THAN $2.00 PER DAY OF INVESTMENT. I also understand that if I am not delighted with this publication I can return it to you within 10 days and my money will be refunded. (Calif. orders 20 cents — 4% Sales Tax — extra.)

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(PRINT LETTERS ONLY PLEASE)

☐ Check here if wishing to save postage by sending with this coupon. $4.95 (Calif. orders $5.15.)

Canada and Foreign — sorry, no C.O.D. $5.50 with order only.

MR. NED MASON, Dept. H-370
Mason Shoe Manufacturing Co.
Chippewa Falls, Wisconsin

Send my FREE Business Outfit Today! I want to start a profitable shoe business and earn up to $480 a month... and *more*, so I can start driving my own brand new 1962 car SOON!

Name.....
PLEASE PRINT

Address.....

Town.....*State*.....

MR. NED MASON, Dept. H-370
Mason Shoe Manufacturing Co.
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Send my FREE Business Outfit Today! I want to start a profitable shoe business and earn up to $480 a month... and *more*, so I can start driving my own brand new 1962 car SOON!

Name.....
PLEASE PRINT

Address.....

Town.....*State*.....

FILL OUT THE COUPON ABOVE...

I'll "*give you the keys to this brand new car...*" just 30 short days from now!

230 *different styles*

70 Styles for Women! Satisfy almost every taste! Many comfort features. Low-heeled, high-heeled, casuals, service shoes, latest styles!

Smart dress, sport styles! The last word in styling! Many fine, unusual leathers. Cool Nylon Mesh styles, mocassins, 2-tones and Cush-N-Crepe soled shoes!

30 kinds of work shoes! A style for every trade! Special Neoprene, Cork, Cushion soles, heels... ventilated work shoes... even Safety Toe Shoes!

Just 4 orders daily for my super comfort shoes will make the down payment for you... and you can easily pay the balance with the profits I'll show you how to make!

At last . . . even in your spare time . . . you can start a business that makes money fast . . . so fast it can put you in a 1962 car of your choice in one short month! Here's how: At our expense, we'll set you up in a profitable Mason "Shoe Store" business. You need no previous experience . . . don't invest a dime! James Kelly tried our offer and made $93.55 in just one evening's friendly work! Yes, everyone wants exciting, Nationally Advertised Mason Shoes. That's why you pocket steady cash profits, enjoy easy repeat sales, big money . . . plus monthly bonus checks and rich prizes!

YOUR OWN BUSINESS!

It's easy, because you run this "Store" from home. Just show the hundreds of Mason Shoe and Jacket styles to friends, relatives, people at work . . . and take their orders! It's so CONVENIENT for your customers! You have no inventory . . . no overhead expenses . . . yet you keep 100% of the profit!

Mason Shoes SELL FAST!

You'll offer over 230 styles for men and women . . . featuring foamy soft air-cushion innersoles . . . every shoe so comfortable they almost sell themselves for dress, work, sport wear. You'll have no problem fitting people, because you draw on our stock of over 250,000 pairs . . . sizes from 2½ to 15, widths from AAAA to EEEE. Your customers are delighted. Remember, Mason Shoes aren't sold by stores . . . folks must buy these Nationally Advertised Shoes from you.

FREE SELLING KIT

The moment we receive the coupon above, we'll rush your complete Business Outfit FREE and postpaid! You'll receive a powerful Outfit showing the full Mason line in color; a dramatic 10-second Air Cushion demonstrator; "how-to-make-money" Booklet; special measuring board; National ad reprints . . . Good-Will Gifts . . . everything you need to start making big money your very first hour!

START SELLING NOW!

Stop dreaming about that new car . . . now you can own it by rushing this coupon to us at once! Just 4 easy orders a day will easily give you enough profit in one month to make the down payment—and your profits in this exciting business should soon pay for the car and many other luxuries besides!

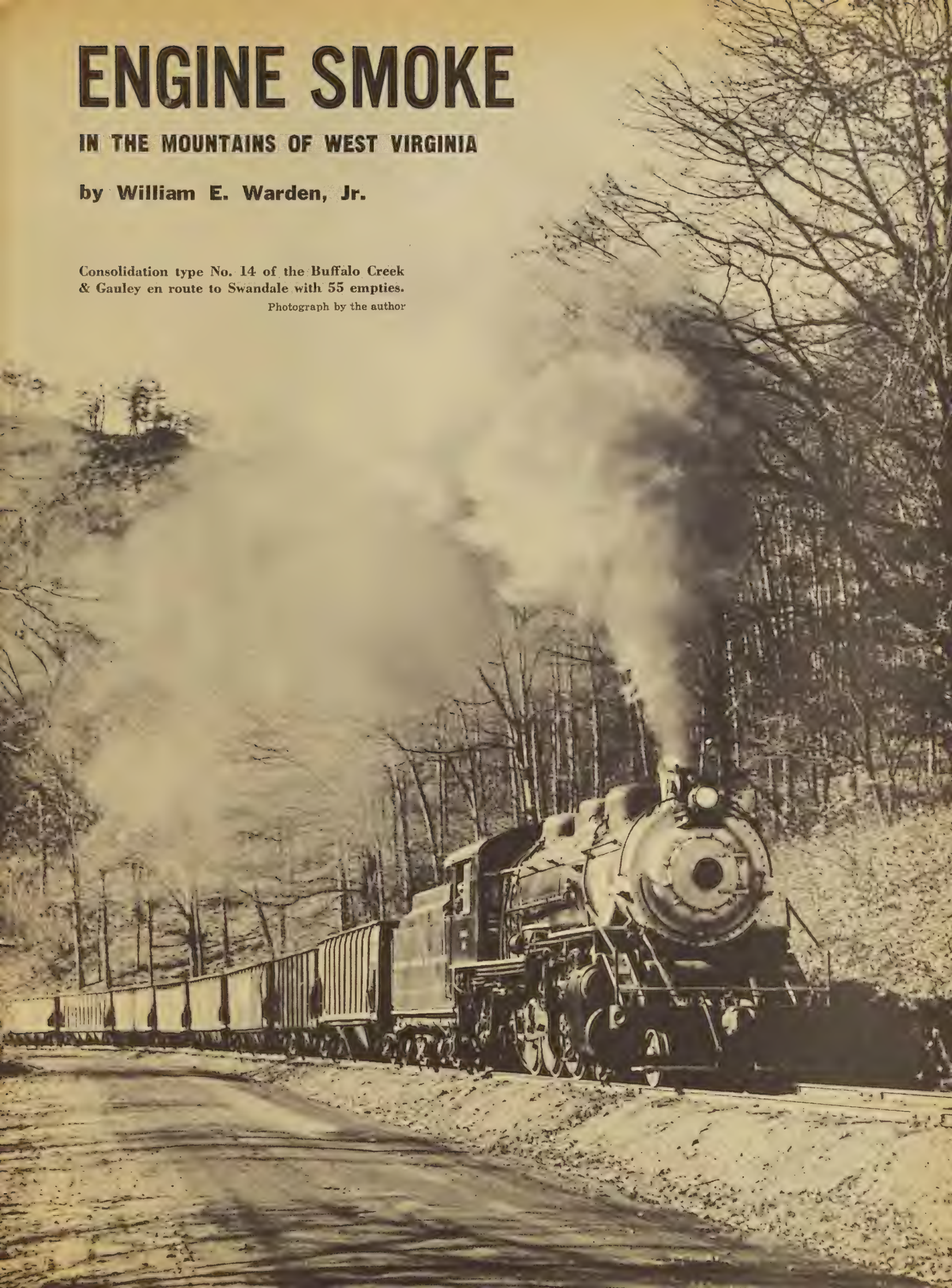
MASON SHOE MFG. CO. Dept. H-370, Chippewa Falls, Wis.

(Leaders in our Industry Since 1904)

ENGINE SMOKE

IN THE MOUNTAINS OF WEST VIRGINIA

by William E. Warden, Jr.

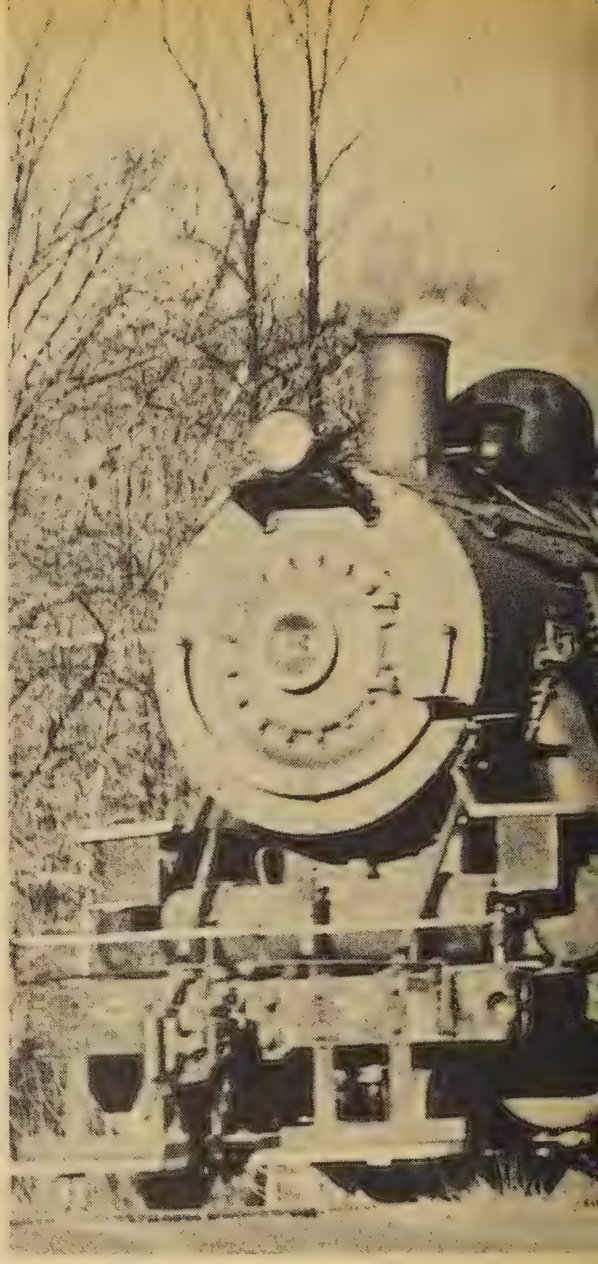


Consolidation type No. 14 of the Buffalo Creek & Gauley en route to Swandale with 55 empties.
Photograph by the author

The Story of the BUFFALO CREEK & GAULEY R.R.

All Photographs by N. KENT LOUDON
Except as Otherwise Specified

Emblem adopted in 1935, dropped in '42, revived in '59. (Right) No. 13 wheels loads to Dundon.



DRIVE east from Charleston, W. Va., on a sunny day for about 45 miles into the rugged grandeur of the coal country and angle off Route 4 down a seemingly endless dirt road that winds through the sweet-smelling hardwood forest and you reach a grade crossing shown on your road map as Cressmont. There the towering dark hills crowd in on all sides. It's a scene you'll never forget. For a while no sound breaks the stillness. Only the gentle burbling of Buffalo Creek as it flows under a railroad bridge. Peaceful enough now, hard rain could turn it into a boiling torrent, the kind that wipes out trestles and tracks.

You wait, watching a pair of chipmunks at play. Then, if you are lucky, you hear the distant wail of a steam whistle in the lonely mountains. A moment later, like a vision from the past, a prodigious smoke cloud billows through the tall trees. Soon the cloud breaks and you hear and see a silver-faced steam locomotive clattering across the bridge, and the chipmunks vanish.

You catch your breath in ecstasy and focus your camera. It's a beautiful sight. The engine may be No. 13 (pictured on the front cover of this magazine), one of the three well-kept 2-8-0's of the Buffalo Creek & Gauley. This is the longest all-steam railroad east of the Mississippi, and the Consolidation is eastbound from the Baltimore & Ohio interchange with sixty empty hoppers for the Rich Run coal mine at Widen. Hoping that your Oldsmobile springs can take it, you pace the clanking iron monster along the rutted path that parallels the track from Cressmont to the old lumber community at Swandale, three miles east.

Speed limit here is 15 miles per hour. The hogger, Job Young, whips around continuous curves through the woods as granite cliffs rise above the trackside, dwarfing his train. No. 13's exhaust cracks sharply as it bounces off those cliffs. The firebox reflects a ruddy glow on the face of the fireman, Ab Wilson, as he tosses bituminous coal through the

No. 14 (Schenectady, 1919) pushes a string of empty hoppers to Widen tipple.

butterfly doors of the hand bomber. Since the ruling grade is 0.9 there is plenty of toil for the ashcat.

You look around. The only signs of life are your own car, the steady *chug-chug* of the train, and one or two miners' cabins perched on the slope. Nothing else, animal or human. Just whispering trees.

At Swandale a ten-minute stop is made before the train climbs some 250 feet in the remaining eight miles to Widen, and here you take snapshots while the engine takes water. The scene is confusing. Finished lumber is piled up trackside. A long rambling sawmill of the Georgia-Pacific Corp. emits smoke, steam, and the screech of steel cutting wood. On the sidings stand ancient swaybacked flatcars heaped high with logs, awaiting the saw's bite. Engine and car parts lie scattered about like child's toys. Shays, Climaxes, and rod locomotives in various states of disrepair clutter the weed-grown rails. And underfoot wherever you look in the rainy season you are likely to see mud.

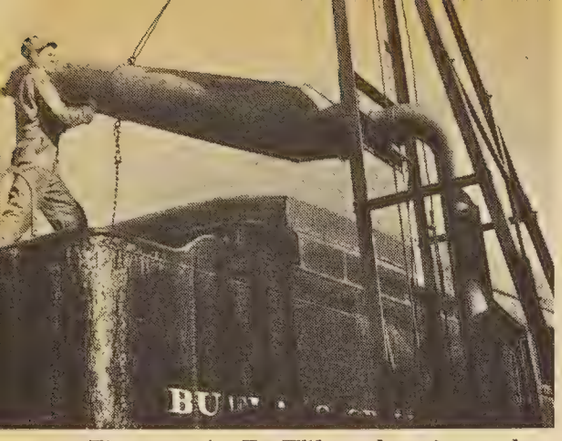
Beneath a wooden shed a sputtery blue-white glare denotes a welder busy patching the Georgia-Pacific's lone operating engine, No. 19, a three-truck Shay. Tomorrow she'll ride the Buffalo Creek & Gauley rails to Avoca, near Dundon, then turn off and work the nine miles of logging track along the Lilly Fork.

Minutes after whistling off with a full tank, the Consolidation and her train are swallowed up by the deep forest. No motor highway runs east of Swandale. But if you backtrack, race eastward, and then head down another dirt road you can watch Engineer Young set out empties under the tall Widen coal tipple. Widen is a typically drab mining town. You see the huge "gob" pile, weathered rows of identical frame houses—many long abandoned and boarded up—dusty unpaved streets, and the everlasting hills.

Young picks up the cuts of loaded cars assembled in the mine's gravity yard. Then, after turning on a wye just west of Widen and with the red sun low over distant Bonetown Gap, the train plods homeward, passing en route the deserted or near-deserted mining settlements of Jamestown, Eakle, and Sand Fork. There is no stop on the return trip unless a boxcar of lumber is ready to leave Swandale.

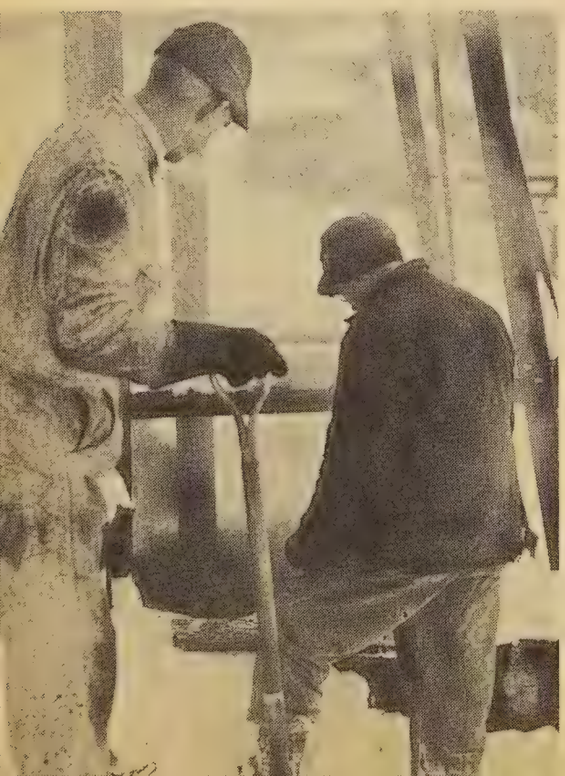
At Avoca a wye allows the engine to be pointed in the right direction for tomorrow's work. One day when N. Kent Loudon, railfan photographer, was riding a BC&G train and it was slowing down for Avoca the engineer spotted a rattlesnake on the right-of-way. "The crew took out five minutes to kill the reptile," Loudon recalls, "I understand such incidents are not uncommon on the Buffalo Creek road."

From Avoca the westbound trains usually end their runs by backing into Dundon and setting out loads for the Baltimore & Ohio to pick up. Around noon the following day, right after the B&O's Grafton local has come meandering alongside the broad Elk River with her load of Dundon-bound empties, the BC&G starts its operating day.



Fireman A. E. Wilson has just taken water at Swandale, is lifting pipe.

Winter on the BC&G: No. 14 passing Dundon sandhouse. (Below) Fireman and brakeman thaw frozen standpipe.



It is well after dark, and the baby frogs have begun their deafening chorus, before the train crew—and you, too, if you've been following the operation—leave the 2-8-0 with her ex-B&O caboose in the parklike setting of Dundon yard, and head for supper.

No smalltime setup is the Buffalo Creek & Gauley. With but 18.6 miles of track between Dundon and Widen, the road transports nearly a million tons of coal a year—an impressive total!—not to mention 300 to 400 loads of timber from Swandale and lesser freight shipments. Trains of up to three thousand tons are the rule and all but the easternmost two miles of track is laid with 100- to 112-pound rail.

Today the railroad and mine belong to Clinchfield Coal Co., a Pittston Corp. subsidiary, while the Swandale logging operation with its trackage up the Lilly Fork is Georgia-Pacific's. Years ago Joseph G. Bradley, last of the old-time coal barons, owned the whole region: the railroad, the mine, the log-carrier, some 100,000 acres of West Virginia timberland, a thriving dairy at Cressmont, and the entire towns of Widen, Dundon, and Swandale.

Joseph G. Bradley

This singular man was born in Newark, N. J. but lived at Dundon for more than half a century. That was because his grandfather, Simon Cameron—a Pennsylvania politician and a onetime Secretary of War in President Lincoln's cabinet — had acquired 102,000 acres of virgin land in the remote Clay County, W. Va., "for services rendered," in 1880, the year before Joe was born, and the grandson inherited it all.

He was tall, lean, and dignified, a gentleman of the old school. In 1903 he organized the Elk River Coal & Lumber Co. to develop the resources of the vast tract. Even today, roads in that area are rather primitive. Fifty years ago they didn't exist. Bradley's first problem was to build a rail connection from the coal deposit to the nearest railroad, the Coal & Coke (now part of the B&O), which touched the western edge of his holdings at Dundon.

On April 1, 1904, the Buffalo Creek & Gauley Railroad was chartered to run from Dundon to Huttonsville, 104 miles to the east. There is no evidence that it would ever reach Huttonsville, but those were expansive days and a budding transportation magnate would not admit planning a mere 18-mile line.

Grading followed the narrow winding Buffalo Creek valley from Dundon, and in 1905 Bradley decided the steel had reached far enough. He dug a mine and built a tipple and a company town which he named Widen after one of the building contractors.

"I don't want this hell-hole to bear my name," L. G. Widen protested, but it does to this day.

First motive power for the new railroad were two ex-B&O locomotives which replaced a pair of leased Coal & Coke construction engines. The one-spot was a ten-wheeler, while No. 2 was a light Consolidation with a low-sided tender. They arrived early in 1905. In the following decade they trundled out more than 500,000 tons of coal from the rapidly expanding Rich Run Mine and even handled passengers—the Baltimore & Ohio had tossed in two wooden "combines." Both engines worked in regular service and for such special occasions as Fourth of July picnics, sometimes making six trips a day.

In 1918 Bradley began to develop his timber land, erecting the huge Swandale band mill. Climaxes E-1 and E-2, both forty-tonners, were purchased new to work the Lilly Fork. Soon boxcars hauling oak, maple, and hickory were rolling to Dundon. The engines were joined later by two more Climaxes, one of which, E-3, was both the last Climax ever built and the last one in operation in the United States.

No. 3, a B&O Consolidation, succeeded the One-spot, scrapped in 1920. But by 1926 the Buffalo Creek road needed more power. Bradley went straight to Sam Vauclain, president of Baldwin Locomotive Works, and persuaded him to sell the BC&G at 2-8-0 then being readied for shipment to the Mexican Railway. Numbered 4, she was the only new engine that the BC&G has ever had.

By the late 1920's the black diamonds of Elk River Coal & Lumber were riding to market in five thousand BC&G hoppers—hoppers which were scrapped later when the Interstate Commerce Commission outlawed archbar trucks in interchange. At that time ERC&L cows were supplying milk for Cressmont Dairy, and the paternalistic Joseph Bradley was undisputed ruler of a large and impressive mountain empire.

But the tide of unionism was sweeping across the coal fields. In 1934

Map of the Elk River Coal & Lumber Company area shows railroads.

No. 4 switches empties at B&O's Dundon station.

BC&G Railroad photo

The photographer who took this shot of Rich Run Mine at Widen in 1926 stood atop the old company store (since torn down).

Light January snowfall forms a pretty backdrop for No. 14 chugging past the log dump at Swandale with empty coal hoppers.

Bradley sought to head it off in his territory by forming a company union. A year later the United Mine Workers of America tried to organize the Widen coal-diggers. Their drive failed.

"We went in," said one UMW official, "but the company guards just shipped us out, and that was that."

They tried again in 1941. Several hundred UMW men entered Widen and blockaded the one automobile road into town, but Bradleys armed men drove them back. Other futile attempts to organize the Widen Mine were made in 1944 and '46. Then in September, 1952, a violent strike disrupted the area. It began when a miner went berserk after being fired for refusing to work on a new machine. Coupling this incident with charges of corruption in the company union, his brother-in-law led 241 of the mine's 731 employees off the job as a demonstration of solidarity with the UMW.

Strike sympathizers blocked the motor road into Widen, overturned nonstrikers' automobiles or riddled them with bullets, and roughed up the occupants. Bradley reacted with characteristic vigor. While guarding the mine entrance he resumed limited production with the miners who remained loyal to him. The BC&G served as a slender life line between Widen's 1274 inhabitants and the outside world, bringing in food and other items.

One hazy October afternoon, when the mountain foliage flamed red and gold and the birds were migrating southward, eleven men, presumably strike sympathizers, brandishing guns, halted a train on a curve, forced the passengers to unload, robbed them, and beat up those who resisted. This is said to have been the last armed robbery of a passenger train anywhere in America. Thereafter trains of the Buffalo Creek road carried armed guards.

Then on the night of October 22nd the rail line into Widen was cut in two places by the dynamiting of trestles at Sand Fork and Robinson, and the spectre of starvation hung over Widen. One of Bradley's men made a perilous trip to Charleston, state capital, and arranged to have a daily carload of food shipped to Sand Fork, where the track ended. From that point the food was carried across the break under the protection of grim-faced company guards and loaded on a BC&G railbus which had been left stranded between the bridges. At the next break the process was repeated, except that a mine locomotive took the groceries into Widen. This continued until the trestles

Shay-powered W. M. Ritter log train waits at Avoca.

BC&G railbus stops for milk at Cressmont dairy (since abandoned).
BC&G Railroad photo

were rebuilt about twelve days later.

FBI agents moved into the area to check on violations of civil rights, and the violence gradually ceased. Just before Christmas of 1953 the strikers admitted they were beaten. Peace returned to the coal fields. The victorious Bradley then bought two Alco 2-8-0's from the nearby Kelley's Creek & Northwestern. These, Nos. 13 and 14, also No. 4, still ply the BC&G rails.

Harry Manning was Master Mechanic at Dundon till 1950, then Mine Master Mechanic at Widen mine loco shops, retiring in '59. His son, G. Richard Manning, became BC&G Assistant Superintendent in 1956 and Supt. of Transportation in '57. He is now General Superintendent.

Meanwhile, after the strike, the aging Bradley had spent little for maintenance. The track, laid mostly with 60- and 70-pound rail, was in bad shape. Wrecks cost the company nearly $100,000 a year and kept the "big hook" busy, but the only fatality was a hobo killed by an overturned boxcar.

"We seldom went a month without a wreck," recalls Carsel Hamrick, a veteran conductor. "Sometimes we even had wrecks of trains on the way to clear up previous wrecks."

Finally, at Richard Manning's insistence, Bradley bought new rail. By the end of 1960 sixteen miles of track had been relaid with steel varying from 110 to 112 pounds. Also, 15,000 ties have been replaced since 1956. There hasn't been a pile-up in the past four years. Fifty empties used to be the limit for one of the three 2-8-0's on the eastbound grade. The average is now 55 in winter, 65 in summer. As many as 70 hoppers have rolled into Widen behind a single engine.

Meanwhile, in 1958, Joseph Bradley's failing health forced him to give up his Clay County empire. He sold it to the Clinchfield Coal Co., which kept the railroad and mine but disposed of the logging interests. Under the new management, Euclid diesels took over the Widen gob pile trains. The dairy and the Dundon company store were shut down. Passenger service, which had been maintained since 1941 with the last operating Mack railbus in America, ended three years ago. And the United Mine Workers quietly became the Widen coal-diggers' bargaining agent.

Superintendent Manning is proud of his 2-8-0's. "We will keep them going," he says, "as long as we can keep them in repair. We can actually operate steam cheaper than diesel."

Inasmuch as both coal and pure water are free at trackside and the Clinchfield Coal Co. estimates that BC&G dieselization would cost a half-million dollars, this statement makes sense.

The little road is friendly to visitors. "Railfans, with or without cameras or sound-recording equipment, are definitely welcome," says John P. Killoran, the BC&G director of public relations, who made the color-shot used on the front cover of this magazine. And if you don't interfere with train operation or swipe company property as "souvenirs," the employees will bend over backward to make you feel at home.

Old Joseph Bradley's anachronistic coal and lumber empire has gone, but his drama of steam and cinders in the West Virginia hills is still a great show.

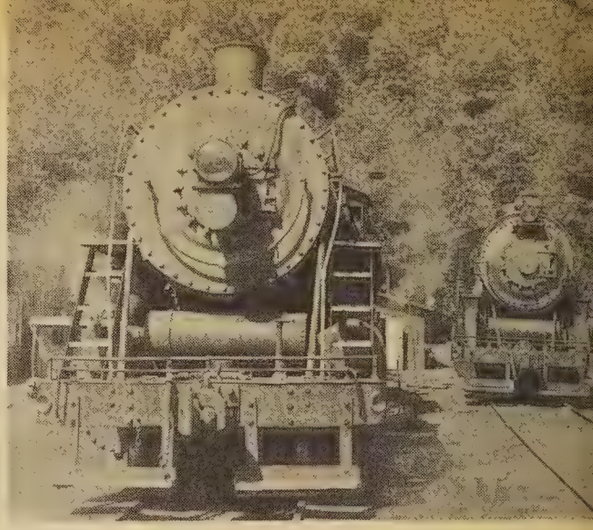
J. E. Bradley, Mounted Rte., Mt. Holly Springs, Pa.

Dundon is steamfans' paradise: in foreground No. 14, upper right No. 13.

Empties are being shoved to the tipple at Widen.

Gen. Supt. G. R. Manning

BC&G Railroad photo



Consolidations 4 and 14 at Dundon shops.

Alltime BC&G Roster

Compiled by John P. Killoran

Main Line and Mine Locos

1, Baldwin, 4-6-0, ex-B&O, scrapped 1920.

2, 3, Baldwin, 2-8-0, ex-B&O, scr. 1930.

4, Baldwin (59472), 2-8-0, built 1926 as Mexican Ry. 200, diverted to BC&G, only loco delivered new to BC&G, now in service.

5, Alco (Richmond 29164, blt. 1904), 2-8-0, ex-C&O 838, scrapped 1953.

6, Baldwin (16142. blt. 1898), 2-8-0, ex-B&O 1527, scrapped 1953.

7, Baldwin (16144, blt. 1898), 2-8-0, ex-B&O 1529, scrapped 1953.

8, Alco (Richmond 40453), 0-6-0 Vauclain Compound, ex-Westvaco Chemical 1, switched Widen tipple from purchase date, 1945, till 1950, scrapped 1954 because too light.

9, Baldwin (41740), 2-8-2, ex-AB&C, ex-Kelleys Creek & NW 57, bought from Midwest Steel Corp., Charleston, W. Va., 1953; bad steamer, seldom used on BC&G, scrapped 1955.

10, Alco (Schenectady 65430), 2-8-2 mine switcher, ex-Sewell Valley 10, ex-Aberdeen & Rockfish 30, bought 1954, stored since 1959.

11, Baldwin (54407), 2-8-2 mine switcher, ex-Toledo, Angola & Western 100, bought 1955, scrapped 1961.

13, Alco (Brooks 61579 blt. 1920), 2-8-0, ex-KC&NW 6, bought 1954 from Midwest Steel Corp., now in service. (Pictured on front cover of this magazine.)

14, Alco (Schenectady 59309, blt. 1919), 2-8-0, ex-KC&NW 1, bought 1954, now in service.

15, Baldwin (52301, blt. 1918), 2-8-2, ex-Sav. & Atlanta 500, bought 1955, had cracked cylinder, used only one week, then cannibalized for parts, scrapped 1961.

16, Baldwin (57329, blt. 1923), 2-8-2 mine switcher, ex-S&A 502, stored since 1959.

17, Baldwin (58683, blt. 1924), 2-8-2 mine switcher, ex-S&A 504, stored since 1959.

Elk Riv. Coal & Lbr.: Logging Locos

E-1, Climax (1413), Class B, 40 tons, bought new 1916, scrapped 1930.

E-2, Climax (1501, Class B, 40 tons, bought new 1918, scrapped 1930.

E-3, Climax (1692), Class B, 50 tons, bought new 1929. Although numbered two digits lower on builder's plate than two locos delivered later, E-2 was the last loco to leave Climax works when they ceased production in 1929; is considered the last Climax ever built. Condemned by ICC inspectors June 10, 1959. Now stored.

BC&G Railroad photo

Interior: motor car A (Mack 1926).

E-4, Climax, 90-ton mine switcher, Class C, ex-Blue Jay Lbr., Raleigh, W. Va., bought 1943, scrapped 1945.

12, 3-truck Shay (687, blt. 1902), ex-Laclawanna Lbr. 10, ex-Emporia Forestry 17, stored since 1958, will be scrapped this year.

18, 3-truck Shay, ex-Cherry River Boom & Lbr. 7, bought by ERC&L in 1956 but not used, cut up 1960 for spare parts.

19, 3-truck Shay (1568, blt. 1905), ex-Tioga Lbr. 2, ex-CRB&L 2, ex-Ely-Thomas Lbr. first 2, bought 1950. Now in daily service, Swandale to woods up Lilly Fork. Probably America's last steam-powered train regularly operated in logging service.

BC&G Motor Cars

A, Mack. J. G. Brill Body Builders (60005, blt. 1921), ex-Lewisburg Milton & Watsontown Passenger Ry. No. 1, ex-PRR 4738. ex-Artemus-Jellico No. 1, bought 1941, last Mack railbus still operating in its original form in U.S.

B, 4-wheel railbus 1919 as Pres. Bradley's official car, is being rebuilt as maintenance-of-way work car on the Georgia-Pacific.

BC&G Rolling Stock

16, 17, baggage-coach cars ex-PRR, painted green, used on fantrips.

X-6, open-end dining car, ex-Rdg., painted green, used on fantrips.

C-1, C-2, cabooses, ex-B&O, bought 1959 to replace prior cabooses 16 and 17; C-2 not yet in service.

X-5, 150-ton steam wrecker, ex-SAL.

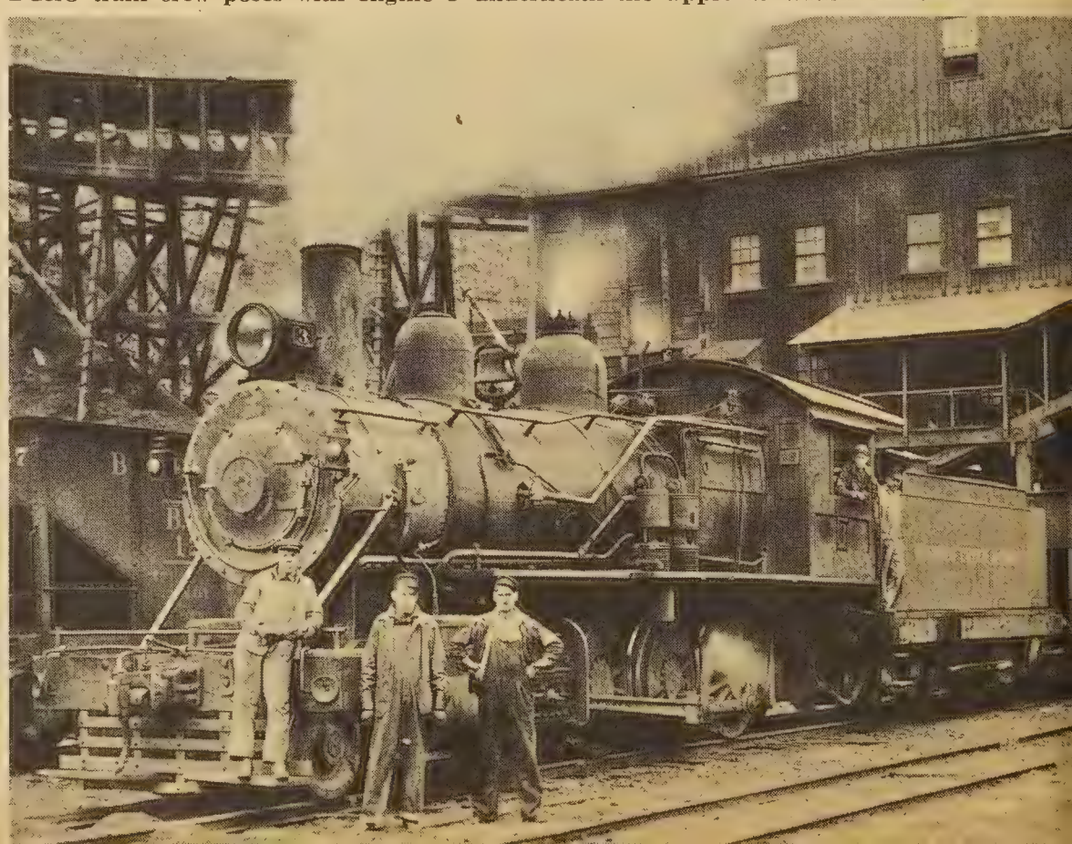
800-813, 50-ton air-operated dump cars, stored since 1959; most will be scrapped.

Six miscellaneous flat, gondola, and hopper cars now in service. ●

No. 13 with empties going to Widen.

BC&G Railroad photo

BC&G train crew poses with engine 3 underneath the tipple at Widen in 1926.



No train has ever run on Cincinnati's $19 million subway nor ever will. The only section on which rails are laid is seen here, looking east from the projected Washington Street stop. Overhead streets are desperately crowded with motor traffic. The Cincinnati Enquirer

CINCINNATI'S UNUSED SUBWAY

by Howard M. Greenwald

UNDER the streets of Cincinnati lies a subway, keystone of a rapid-transit system which has never heard a car rumble nor carried a single passenger. Six million dollars, raised on a 1916 bond issue, was spent on four miles of tunnels, more than 15 miles of right-of-way, bridges, and six stations, but the system today is a mammoth "white elephant" into which tax money is still being poured for high interest rates and bond retirement. For more than twenty years these costs ran to $330,000 annually. By 1966, when bonds finally fall due, Cincinnatians will have spent an incredible $19 million for the fiasco.

Beneath steel trapdoors on a downtown sidewalk, concrete stairways lead to what would have been the principal station. It's like walking into a huge concrete warehouse. On one side is a recess for the ticket office. A long platform and pillars recede into the darkness. Roadbeds are covered with dust. Water drips from expansion joints in the concrete ceiling. Around ventilators lies a variety of rubbish—a man's shoe, broken bottles, a steel safety hat forgotten on some inspection tour.

The tubes served as a haven for bootleggers in prohibition times and a bed place for shivering hoboes in bitter depression winters. Adventuresome children were lost or injured while exploring its passages. Thieves eluded police by driving a truckload of stolen tools through the main tunnel.

Back in 1884 the *Cincinnati Graphic* first proposed a subway between the crowded "Basin" business district and the outlying uplands. By 1912, the need for rapid transit was even greater. Cincinnati has always had public transportation problems. For one thing, the crowded basin core contributes to traffic congestion. For another, the city is surrounded by steep hills which in earlier days made streetcar and bus transportation difficult.

This unusual terrain also led to irregular suburban development and necessitated long, often uneconomical, bus and streetcar lines. These trolley lines were laid to wide gage, making it impossible for standard-gage interurban cars to run into the downtown area on streetcar company tracks. This, in turn, required the nine electric interurban lines from surrounding population centers, to terminate out of the downtown area, forcing passengers to transfer to bus or streetcar.

Cincinnati's rail-transit system was intended to solve these problems by providing a quick access to downtown. The downtown part would carry workers through Mill Creek Valley—the only level access to the basin from the north—into the suburbs of Brighton, Clifton, St. Bernard, Bond Hill, Nor-

City built four miles of twin subway tubes like these, looking north from 12th Street, before funds gave out in 1927.
Cincinnati Archives

wood, Oakley, Hyde Park and Walnut Hills. That portion was to be underground, the rest on open-cut and street-level tracks on private right-of-way.

Late in 1915, the city council issued $100,000 in bonds to study and prepare the project. Six months later, voters approved the $6 million bond issue to build it. World War I prevented issuance of the bonds until December, 1919, but pick-and-shovel battalions were at work along the old Miami & Erie Canal bed by early 1920.

Labor and material costs rose so high that the available money ran out in 1927. But despite mounting criticism, the planners plunged ahead anyway, hoping to get more money as needed.

An ordinance had been passed authorizing the lease of the projected system to the Cincinnati Traction Company, but in 1918 the Ohio Supreme Court voided the ordinance. Thus the city began construction with no tenant in sight. Only when it was too late did officials admit they could find no one to assume the risks of operation.

Meanwhile the automobile was proving too great a competitor for the interurban lines, which collapsed one by one. Since these lines were to have provided considerable traffic for the city's rapid-transit system, a principal reason for building it was gone. And although planners estimated that about 40 percent of the system's patronage would come from and go to the downtown area, they inexplicably failed to extend the line to Fountain Square, the city's center.

The system was only half-finished in 1927 when funds were gone. Wooden stringers on which to place running rails were in place; no tracks had been laid. Engineering consultants were called in. The recommendation: spend $10.6 million more, finish the system, and let the city operate it. By then, however, Cincinnati had changed politically. A reform movement had gained office and, in the general re-examination of things,

rapid transit received little support. The new officials considered briefly whether the city's existing rail lines might be used instead of the separate system under way. The surveys they ordered turned up an interesting piece of rail lore, recently brought to light by Cincinnati railfan Cornelius Hauck.

All rail lines to the then northern suburbs of Cincinnati leave the basin from the west side, angling north-northwest along the Mill Creek Valley—except one, the former narrow-gage Cincinnati, Lebanon & Northern. This line leaves from the east edge of the downtown core and runs north-northeast on a steep grade to a point near the top of the ridge of hills. It then runs through two very short tunnels in the cap rock and meanders downgrade and through the northern suburbs.

The CL&N was never very profitable and in 1883 became part of the short-lived Toledo, Cincinnati & St. Louis narrow-gage combine, which quickly went under. New management — the Toledo, St. Louis & Kansas City—realized that standard gage was a necessity if the road was to earn any profits. But the steep grade out of the basin was, and still is, a bad handicap. So they projected and half-completed a huge double-track tunnel from near the station on the east edge of downtown *under* the hills to the north, coming out several miles in the suburbs.

This was a huge undertaking for a struggling narrow-gage, and when the Pennsylvania bought the little line in the early 1890's it put a stop to it. The half-finished "great tunnel" lay forgotten until planners of the '20's rediscovered it—briefly. Once again it was forgotten, and today only a handful of Cincinnatians know of its existence. But it, too, almost became part of the ill-fated-transit system.

In 1927, then, city officials decided the project had gone far enough. They ordered workers to lay down their tools, closed all subway entrances, and opened a modern expressway above part of the underground route. This Central Parkway is now common to five U. S. highways which converge in Cincinnati. But the abandoned project has never drifted far from Cincinnati's conscience. Through the years, disturbed taxpayers have flooded officials with more than 5,000 proposals for utilizing the underground network of tunnels.

In 1947, the City Planning Commission announced that the unfinished subway would not be recommended for future development. A year later it changed its mind and urged completion of an eight-mile loop of the subway at a cost of $21 million.

Since the project was abandoned, hundreds of proposals for utilizing the underground area have flooded City Council. Photo shows a group of citizens entering the tunnel to evaluate its potential as a bomb shelter. Nothing ever came of this idea or any other. Meanwhile, the public is suffering from a lack of rapid transit.
The Cincinnati Enquirer

The *Cincinnati Enquirer* retorted: "If the subway were completed, it would do very little to solve the basic problems to be faced in this year and coming years. Streetcars are heading for oblivion. The interurban electric cars for which the subway was primarily designed have already passed into limbo."

In 1949, the Commission again changed its position and advised that subway plans be junked in favor of an underground bus route in the downtown area. On the lighter side, an Indiana group wanted to lease the tunnels to grow mushrooms. One resident hopefully outlined the subway's potential as "the longest bar in the world." Only one use for the subway has been found. In 1957, a 48-inch water main was installed in part of an underground tube, saving the city $500,000 in construction and excavation costs.

Cincinnati officials today, none of whom had any part in this grandiose dream of years ago, are at work on a modern expressway program, their answer to downtown congestion. Already, parkways have used about 5½ miles of rapid-transit right-of-way either directly or in trade, thereby killing the system as originally designed.

Many other U. S. cities wanted subways. Detroit considered one but, being an automobile manufacturing center, laid it aside for superhighways. Cleveland and Washington, D. C., studied the possibilities but decided subways were too expensive. San Francisco gave up trying. In 1905, Los Angeles planned a vast underground net work; instead it built a one-mile tunnel and abandoned the project.

A subway for Pittsburgh was considered in 1915. Residents in 1919 approved a $6 million bond issue to build a network in the Triangle, but less than $500,000 was sold. The project was killed after the crash of 1929, was revived, and dropped again in 1953.

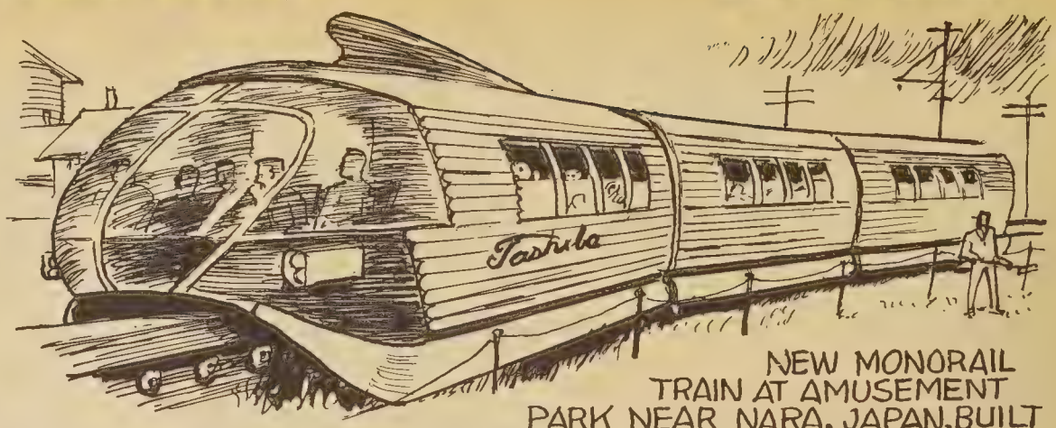
Only a few cities actually completed and operated subways. Boston built a system in the late 1880's and New York opened its first line in 1904, others since. Rochester, like Cincinnati, used the bed of an old canal to build an 8.5-mile subway for $6 million. It was completed in 1927 and used for passengers until 1956. Philadelphia's subway carried its first passenger in 1928. Chicago opened its first underground line in 1943. Newark built 3.8 miles of subway on the bed of the abandoned Morris & Essex Canal and opened it in 1935.

It is difficult to imagine how Philadelphia, Boston, and especially New York could handle their dense transportation problems today without subways. Too bad Cincinnati's efforts failed!

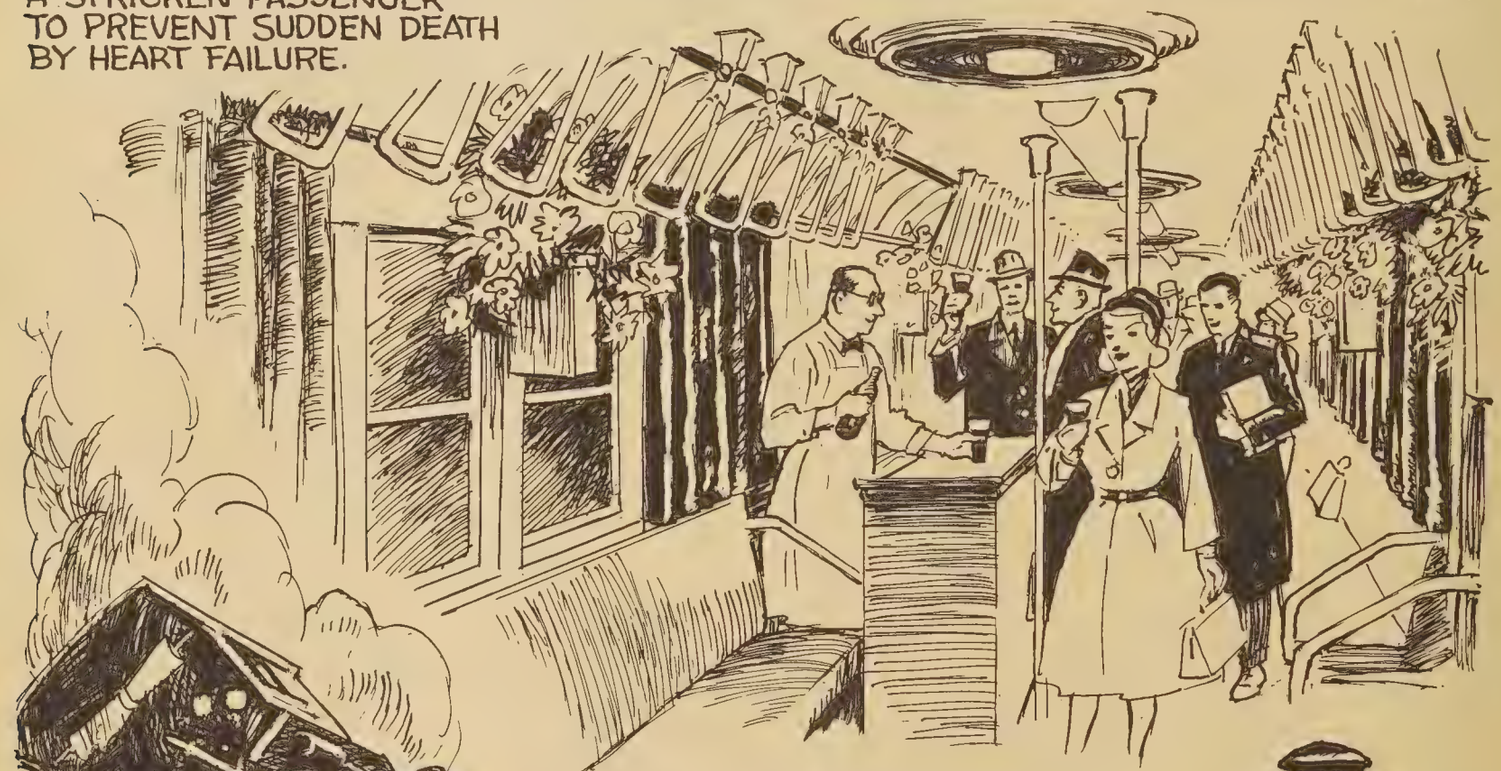
ALONG THE IRON PIKE

by Joe Easley

QUICK-THINKING JANICE JACK, COURIER NURSE ON SANTA FE'S EL CAPITAN, MASSAGED A STRICKEN PASSENGER TO PREVENT SUDDEN DEATH BY HEART FAILURE.



NEW MONORAIL TRAIN AT AMUSEMENT PARK NEAR NARA, JAPAN, BUILT BY TOKYO SHIBAURA ELECTRIC CO., CARRIES 88 PASSENGERS AT HIGH SPEED. THIS SUPPORTED ("STRADDLING") TYPE IS UNLIKE THE MORE COMMON OVER-HEAD OPERATION. (*Empire News Syndicate, P.O. Box 101, Tokyo, Japan.*)



NEW YORK'S "CLEAN SUBWAYS" CAMPAIGN FEATURED ONE-DAY "DREAM CAR" WITH FRESH FLOWERS, CARPET, DRAPES, PASTEL LIGHTING, AND SOFT DRINKS FOR PASSENGERS.

FREAK COLLISION FEB. 1, 1889, ON OLD COLONY LINE (NOW NEW HAVEN RR.) AT MEDFIELD, MASS., STATE HOSPITAL. WHO CAN GIVE DETAILS? (*From Ben R. Brierly*)

ONE OF 10 EXPERIMENTAL SWITCH LAMPS IN UNION RR. YARD AT NORTH BESSEMER, PA. PHOTO-ELECTRIC CELL TURNS IT ON AT DUSK, OFF AT DAWN.

INTERESTING RAILFANS

Number 9

Rogers Whitaker

Whitaker in nostalgic mood at High Bridge, New York City, years ago, contemplating a Mohawk, last New York Central steamer to run in city limits.

**". . . there isn't a train I wouldn't take,
No matter where it is going."**
— Edna St. Vincent Millay

IF, AS PHILOSOPHERS say, happiness is doing what you enjoy most, Rogers E. M. Whitaker is a happy man. Besides finding zest in his work as an editor of the *The New Yorker* and a free-lance writer, he spends practically all of his week-ends and his numerous and sometimes long vacations on train travel in the Americas and Europe, and loves it. Right now, as our current issue hits the news-stands, he is riding the narrow-gage steam roads of Spain. Since early boyhood he has covered 1,563,000 miles by rail (plus considerable travel by air and sea), which, we believe, is an unbeaten railfan record. One of his wanderlust friends, the late Edward Hungerford, who was undeniably a railroad buff as well as a New York Central vice president, rolled up a total of 1,600,000 rail-miles, but much of this was official business.

Whitaker keeps a journal giving technical details of the consist of every train he rides, even names and destinations of Pullmans. One entry tells about a cornfield meet in a mountainous region between Mexico City and Oaxaca. Nobody died but several people suffered injuries. Whitaker escaped unhurt because his berth cushioned the impact for him and he waited around with the other passengers and crew until a relief train came from Mexico City, 80 miles away, to pick them up. He has often ridden in engine cabs here and abroad and occasionally in section cars, cabooses, inspection cars, presidents' business cars, and even snowplows. Part of the joy of travel, he finds, is seeing new faces and adding to his wide circle of friends.

The son of an architect-railfan, Rogers first saw daylight in Boston. Although he was raised in England and educated at Princeton, graduating in 1920, his impeccable English and quiet mien suggest Back Bay. After working several years for *The New York Times* he went to the *New Yorker* in 1926 and has been there ever since. About 60 percent of his total income is derived from editing, the rest from free-lance writing.

His first train ride was on the Great Western Railway in England, but the one which really got him enthused was the 6000-mile, two week tour of American rails sponsored in 1938 by the Chicago Chapter of the Railway & Locomotive Historical Society and well publicized in *Railroad Magazine*. After that he went out for train travel in a big way. His list includes last runs such as the narrow-gage Boston, Revere Beach & Lynn and the Cripple Creek line.

Whitaker is an individualist. He does not smoke, swear, or drink hard liquor. He has never owned or driven an automobile. He does not possess a radio but he does spend about two hours a year watching TV. Tall, gray-haired, and rather heavily built, he reads without glasses and is whimsical, mellow, and an entertaining talker. Besides belonging to a dozen railfan clubs in the U.S.A., four in England, two in Canada, and one in Ireland, he serves actively as a director of the R&LHS and he organized the Traveling Railfans Association for fans who ride at least 10,000 rail-miles a year exclusive of commuter service.

In some respects Whitaker is like Lucius Beebe. Both men have a fine regard for the vanished glory of the Steam Age and for branch-line locals in addition to the smooth modern elegance of the *Super Chief*, the *Panama Limited*, and the *Broadway* and for the well-appointed dining cars which offer succulent delicacies such as baby lobsters and wine-drenched wild strawberries.

These things are important to Rogers Whitaker. Nothing distresses him more than the disappearance of great name-trains, the *Black Diamond*, the *Rebel*, and so on, unless it be the downgrading of others: the *20th Century Limited*, for example, once famed for the meals it served with the dignity and decorum of a state function but in whose diner today sometimes shirt-sleeved men in

open collars casually follow girls wearing slacks—reminding you of the brashness with which Mme. Khruschev toured the Louvre in forty minutes (and could have made even better time if she had worn roller skates).

Whitaker is proud of his large, expanding railroad library. He has a file of *The Official Guide,* beginning in June, 1870, and complete for the last 30 years, which he often consults; a full set of current British Railways timetables, weighing about seven pounds; other foreign railway guides, innumerable tickets, dining-car menus, maps, employees' timetables, and files of various railroad magazines complete for many years. The lot just about fills a spare bedroom of his New York apartment. Back in 1914, his previous assemblage of railroadiana was destroyed by fire. Years passed before he mustered up courage enough to begin the present large collection.

This man really uses his library. The extent of railroad information he carries in his semi-bald head is almost incredible. Ask him, for example, where steam locomotives are being built today and he'll tell you at once, "North British Locomotive Co., Ltd., in Glasgow and Babcock & Wilcox at Bilbao, Spain."

Unlike some railfans, particularly teen-agers, Whitaker never dons an overall "monkey suit" decorated with cloth emblems or an engineer's cap to go on a fantrip. To him train-riding is a serious hobby; it is educational and deeply satisfying, a thing to be approached with almost religious fervor. This feeling he extends to all rail transportation. Whitaker loves streetcars. He has ridden more than 300 trolley lines in the States, Canada, South America, and Europe, and all subways except Moscow's. Although he has never been on a railroad company payroll, he did work as a dining-car steward without pay for a total of six weeks on WP, CNR, GN, PGE, and SP fantrips.

One of his pet peeves is the person who boards a train only when a fog or blizzard has grounded the planes or when snow blocks the highways, and then complains because the railroad doesn't have enough passenger cars to handle emergency traffic. He resents, too, the leveling process of civilization, the trend toward standardization of almost everything, the lack of individual initiative, and the tendency, especially near America's big cities, to make all small communities look pretty much alike.

"You can still find interesting railroads to travel in foreign countries," he adds wistfully. "In South America, for instance, some of the dining cars are built of wood and they serve delightful exotic foods and beverages."

He has never ridden the Trans-Siberian Express nor any train in Japan, India, Africa, or Australia, but if he lives long enough and keeps his present good health he will almost certainly enjoy many of them.

We said at the outset that Rogers Whitaker was happy. He is, too, relatively speaking. But like most thoughtful people, he is lonely at times, even with all his friends and acquaintances, his *New Yorker* contacts, his wealth of railroadiana, and his wanderlust. Maybe he rides trains to get away from something—who knows? Married thrice, he lost one wife by death and the other two by divorce. He has no children, no pet dog, cat, or bird, not even a praying mantis.

But you don't think of such things when you swing aboard a night train bound for any place at all, with friendly red and green signal lights shining in the darkness, or when you awake some morning, look out of your cozy Pullman berth on the great Canadian National's *Ocean Limited,* and see the early morning sun flooding creeks and inlets with pure gold. ●

(No. 10 in the series of Interesting Railfans will be Fred A. Stindt.)

V. William Fendrich

Typical American scene 25 years ago: Pennsy passenger train pulled by No. 5458 approaches Shrewsbury, Pa., depot.

Dave Bunge, 3027 Chesterfield Court, Columbus 9, Ohio

Not Listed In

The Official GUIDE

by ELLIOTT KAHN

***The Guide* doesn't list any operating museum such as the Ohio Ry. Museum in Worthington, which has both steam and electric equipment.**

LESS than one in five of the companies that own and operate locomotives in North America are listed in *The Official Guide.** Even more surprising is the fact that this fat book (1300-plus pages) continues to list a few carriers that were abandoned long ago while some of its maps show abandoned lines as if they were running.

Do you know that today you can ride, at least *see,* narrow-gage lines, some steam-powered, in such great cities as New York, Chicago, Los Angeles, Houston, and Pittsburgh—roads you won't find in *The Guide?* Do you know also that the Pennsylvania, the Chesapeake & Ohio, and the Northern Pacific actually operate narrow-gage engines on trackage not listed in *The Guide?*

This supposedly complete and up-to-date compendium of railroad data doesn't even list every Class 1 carrier in the United States—and I'm not refering to lines that are mere book-keeping entries. I mean those with rolling stock and their own operating crews: for example, the New Orleans Public Belt RR. and Cleveland Union Terminal.

Don't get me wrong. You find an abundance of authentic and useful information in *The Guide.* But that glorified timetable, whether you realize it or not, is really an advertising medium—which explains its many omissions. It includes only those roads which supply and pay for listings.

More than a few large roads have spurs extending for miles to reach a single plant or factory. Oddly enough, many such spurs are longer than some of the complete railroads that *The Guide* lists, but you can't find them in the fat book. Why? Because *The Guide* is issued primarily to show passenger trains and general information, and no such spurs are in that category. The same applies to numerous unlisted belt lines, yards, stations, and narrow-gage roads.

The 70-plus unlisted common-carrier railroads have at least one point in common: each one serves a limited area and is mostly of local importance. In fact, several are intra-state carriers—i.e., roads whose freight, even where interchanged, rides in only one state. Many unlisted ones are owned by local governments whose main business or interest is something else, which may be the reason why they do not advertise in *The Guide.*

One group consists of a dozen or so "contract carrier railroads" that are seldom, if ever, mentioned in any publication. These lines do not stand ready to haul all freight offered. Instead, they are operated primarily for their owners' own use, but should some other firm have a siding on their lines they can—and sometimes do—contract to haul a car to the siding for a fee agreed upon only by the parties involved. Factories or power companies own most of these dozen or so. At least two are U.S. Navy operations.

Also not in *The Guide* are streetcar lines and subways; but since Steve Maguire covers them effectively, this article will pass them up. Nor does *The Guide* mention cable-operated railways, the so-called funicular or incline type, mostly passenger carriers, of which there are several. The "freight" that some of them haul is largely hot dogs, soft drinks, etc., for refreshment stands at the top of the hill. Even though such tourist attractions operate without locomotives (unless you have in mind the cog railways up Mt. Washington and Pike's Peak, which are something else again), their rolling stock is interesting and they offer scenic grandeur. You'll find them in New York, Pennsylvania, Tennessee, Iowa, Utah, and other states, maybe a few in Canada, too.

The midget railroads, a very large and impressive group, likewise do not "make" *The Guide,* and for good reasons. I refer to model layouts, anything from 000 gage on up, and the amuse-

* The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba, published monthly by National Railway Publication Co., 424 W. 33rd St., New York City, $36 a year, single copy $4.50. The same company also puts out Official Railway Guide Quarterly Supplement (sold only by the year, $5) which lists new and old names of roads which have been abandoned, merged, or renamed, plus other information.

ment-park and zoo railroads, which range from various narrow gages up to standard and may even use steam power. Relatively few midget lines are commercial ventures but are run for the enjoyment of owners and their friends.

A more recent development is the operating railroad museum. I don't mean institutions that merely *display* railroad equipment. I mean those which operate with actual rolling stock from common carriers, industrial roads, interurbans, or streetcar lines. An even newer museum idea is to buy rolling stock and locomotives and run them over still-functioning common carrier lines. Several "museum" railroads are privately owned, not open to the public; but most of them—like the Branford Electric, for example, at Short Beach, Conn.—operate on abandoned rights-of-way and accept fares.

My list of roads not in *The Official Guide* is largely industrial lines, a phase of railroading which too many fans ignore. These lines are not common carriers, although it is possible to arrange rides on some of them, as I have done. They are the so-called inter-plant railroads; some are just plant facilities.

Technically, every firm, government body or individual owning even a short spur track has an industrial railroad. In numerous cases, small railroads inside warehouses but not necessarily on ground level operate push-cars or push-trucks. P. Loomis of Institute, W. Va., tells of a Maine lighthouse, ten miles out in the ocean, with 500 feet of track and push-car. Incidentally, the earliest known railroad of any kind had a push-car serving a German coal mine nearly five centuries ago. But for most railfans only those roads with self-propelled power are interesting, and that is all I will list.

Some industrial lines are enormous, like, for example, the 105 miles of trackage at Ford's River Rouge plant in Michigan. A few cross state borders and boast main lines as well as switching and yard tracks.

The Russian rail system, which is credited with carrying four times as much freight as American railroads carry, includes 53,00 miles of track operated solely by mines, steel mills, and other nationalized industries, whereas the United States and Canada combined have only about one-fifth as much industrial mileage.

As for rolling stock, the industrial roads have far more variety than the common carriers. Many companies still specialize in building equipment for them. The Atlas Car & Manufacturing Co. of Cleveland has a catalog listing 32 types of dump-cars alone, some of them selfpowered, almost none of which you can see on common carrier lines. Gages of Atlas products range from 18 inches to 10 feet. Atlas informs us that its specialized cars and locomotives (it makes trolley, third-rail, battery-electric, and diesel-electric) are used in every large steel plant in North America and many overseas.

If space permitted, I could tell about the Plymouth Locomotive Co., Plymouth, O., which began building four-wheel gas-mechanical locomotives in 1914 and still does, and which is America's largest builder of diesel-hydraulic locomotives. Some industrial roads had diesel-hydraulics long before the Rio Grande or Southern Pacific thought of owning one.

Actually, to learn much about industrial railroads you must hunt, for many of them operate behind well-guarded high fences and few are friendly to railroad buffs or photographers. In fact, you may be told, as I was after seeing a locomotive behind a factory fence and asking permission to photograph her, that "You are mistaken—there is no locomotive." Many industrial lines are located in big cities. There are others so far out in the country that they are not accessible by rail or highway but only by plane or boat.

Like numerous common carriers, a large number of industrial roads are being replaced by motor trucks, in some cases even by common carriers. It's a cost problem. Some officials are sold on the idea that their railroads are "outmoded" and don't look deeply into the costs before scrapping the rails. On the other hand, new industrial roads are being built here and there.

To help you to find rail lines not mentioned in *The Official Guide* I offer the following data on unlisted common carriers, operating museums, and industrial railroads which own and operate locomotives or self-propelled cars. The list is as nearly complete and accurate as I could make it as of last March 15th, but of course some figures will be outdated even before this magazine hits the news-stands. Mileages shown are trackage, not route mileage, unless otherwise stated.

For assistance in compiling this very long list I thank many readers, the McGraw-Hill Publishing Co., and my patient wife who helped with typing.

Among the abbreviations used here are *BLW* (Baldwin Locomotive Works), *bus.* (railroad business car), *des* (diesel-electric switcher or switchers), *d-m* (diesel-mechanical locomotive), *el.* (electric), *exp.* (express), *gas-mech.* (gas-mechanical locos), *GE* (General Electric Co.) and *T* (tank), used at end of steam loco wheel arrangements such as 0-4-0T). The lists include all rail lines with locomotives or self-propelled cars that *The Guide* doesn't mention.

Common Carriers' Narrow-Gage Lines

Lorain, O.: Baltimore & Ohio: 3 Atlas 40-ton, 3rd-rail, electric side-arm pushers, 42" gage.

Toledo, O.: Chesapeake & Ohio: 4 Atlas 40-ton, 3rd-rail, electric side arm pushers, 6 diesel-electric side-arm pushers and "Barney" or "Mule" pushers, all 42" gage.

Greenville (Jersey City), N. J.: Lehigh Valley: electric side-arm pusher, 42" gage.

Denison, Texas.: Missouri-Kansas-Texas: One 4-wheel diesel, 24" gage, several cars.

Paradise, Mont.: Northern Pacific 4-wheel electric locomotives, 4-wheel cars, 24" gage.

Roslyn, Wash.: NP: 10 trolley electric locomotives, 550 4-wheel wood mine cars, 36" gage.

Cleveland, O.: Pennsylvania RR: 2 Atlas 27-ton 3rd-rail electric, 42" gage.

Erie, Pa., PRR.: 2 Atlas 40-ton 3rd-rail electric.

Philadelphia, Pa.: PRR: 3 Atlas 55-ton DES, 36" gage.

Sandusky, O.: PRR: 4 Atlas 3rd-rail electric, 42" gage.

U.S. Common Carriers

ALABAMA: Fairfield: Federal Barge Lines (20 miles), 3 diesels, 20 boxcars, 62 gons, 2 cabooses.

CALIFORNIA: Oakland: Howard Terminal Ry. (2 miles), one 2-6-2T, one Plymouth gas-mech. 0-4-0. Richmond: Parr Terminal RR. (2 miles), 2 gas-mech.

FLORIDA: Jacksonville: Municipal Docks Ry. (10 miles), one GM des 600 hp diesel. Jacksonville: St. John's River Terminal Ry. (11 miles), 3 diesels. West Palm Beach: West Palm Beach Terminal (4 miles), 2 diesels.

GEORGIA: Lithonia: Atlanta, Stone Mt. & Lithonia Ry. (4.3 miles), one Porter 500 hp des, one service car, one caboose, one bus, car. Savannah: Savannah State Docks RR. (54 miles), 2 diesels, 21 cars.

HAWAII: Paia, Maui: Kahului RR. (39 miles), one 2-6-2, 5 diesels, 255 frt. cars, 36" gage. Honolulu: Oahu Ry. & Terminal Co. (20 miles), one 0-6-0, 2 diesels, one 2-8-2, 233 frt cars, 36" gage.

ILLINOIS: Chicago: Chicago Transit Authority, 2 electrics. Elgin: Aurora, Elgin & Fox River Electric Ry. (3 miles), one diesel. Lee Center: Lee County Central Electric Ry. (2 miles), one gas-mech. 0-4-0. Newark: Illinois Midland Ry. (one mile), one gas-elec.

IOWA: East Des Moines: Iowa Transfer Ry. (5 miles), one diesel.

LOUISIANA: Bluff Creek: Feliciana Eastern Ry. (22 miles), one early Alco 900 hp des, one Alco 1,000 hp road-switcher, 4 cars. Edna: Parrish Line Ry. (6 miles), one 900 hp des (GM motor but not superstructure). Jackson: South Shore Ry. (8 miles), one GM 600 hp des, also leases one additional GM des from Louisiana Midland Ry., 5 frt. cars.

New Orleans: New Orleans Public Belt RR. (167 miles), 3 BLW 900 hp des, 11 BLW 660 hp des, 2 BLH 800 hp des, 2 GM 1200 hp des, one boxcar, one caboose, 2 loco cranes, 35 covered hoppers, 8 hoppers. 4 flatcars. New Orleans Union Passenger Terminal (30.2 miles), 3 GM 800 hp des. (Don't confuse the foregoing with the New Orleans Terminal Co., part of Southern Ry. system, which operates between Chalmette and Shrewsbury, with 2 branches in New Orleans, 80 miles, and owns several boxcars, some work cars, no locos.)

Shiloh: Louisiana Eastern RR. (4.7 miles), featured in June '62 Railroad Magazine, 31 steam locos (one 4-4-0, six 4-6-2, three 4-6-4, seven 0-6-0, three 0-8-0, eleven 2-8-2), one loco crane, one caboose, one bus. car, 2 lounge-sleepers.

MICHIGAN: Detroit: Union Belt of Detroit (118 miles) uses leased PRR, WAB, and C&O diesels with its own name attached to sides.

MINNESOTA: Duluth: Duluth Union Depot & Transfer Co. (4 miles), one diesel. Minneapolis: Ry. Transfer of City of Minneapolis (4 miles), 2 diesels. St. Paul: Central Warehouse (2 miles), one diesel.

NEW HAMPSHIRE: Mt. Washington: Mt. Washington Ry. (3 miles) nine 0-2-2-0 steam cog locos, one 0-2-2T steam cog loco, 9 coaches, 53" gage.

NEW YORK: Albany: Albany Port District RR. (20 miles), 2 Alco des. New York City: (Bronx) Harlem Transfer RR. (less then one mile), one Ingersoll Rand-Alco box-cab des, also leases Lackawanna GE 44-ton des.

NORTH CAROLINA: Wilmington: North Carolina State Ports Authority, 2 diesels.

OHIO: Cleveland: Cleveland Union Terminals (15 miles), 7 diesels. Lockburne: Ohio Midland Power & Light Co. (8 miles), one diesel, one electric (out of service), one car.

OREGON: North Portland: Peninsula Terminal RR. (4 miles), two 2-6-2 T's. Portland: Northern Pacific Terminal RR. of Oregon (75 miles), 17 diesels. White City: White City Terminal & Utility (9 miles), 2 gas-mech.

PENNSYLVANIA: Everett: Everett RR. (4 miles), one Whit. 550 hp des. Monessen: Monessen South-

No. 7 (2-4-4T) of the two-foot-gage Edaville, one of the many railroads not listed in *The Official Guide*.
R. Jowers, 3967 Arden Way, N.E., Atlanta, Ga.

western Ry. (36 miles), one 0-6-0, 12 diesels.

SOUTH CAROLINA: Charleston: Port Utilities of Charleston (9 miles), 2 GE 300 hp des.

SOUTH DAKOTA: Hill City: Black Hills Central RR. (4.38 miles), 4 steam locos (incl. one 2-8-0 and one 2-6-0), 13 pass. cars (incl. one bus. car), 36" gage.

TENNESSEE: North Chattanooga: Chattanooga Traction Co. (14 miles), 2 GE 380 hp des.

TEXAS: Belton RR. (7 miles), one Plymouth 4-wheel des. Corpus Christi: Port of Corpus Christi (3 miles), one GE 150 hp des. Dallas: Union Terminal Co. (18 miles), one 0-6-0, one GM 1,000 hp des. San Antonio: Texas Transportation Co. (3 miles), 2 electrics (l. ing replaced by one diesel).

VIRGINIA: Richmond: Richmond Terminal Ry. (10 miles), one diesel.

WASHINGTON: Aberdeen: Port of Grays Harbor (one mile), one diesel-elec. Mt. Vernon: Mt. Vernon Terminal Ry. (2 miles), one gas-mech., 4 cars. Olympia: Port of Olympia (4 miles), one Trackmobile, one steam loco crane, one diesel loco crane. Tacoma: Port of Tacoma (15 miles), 2 diesels. Tacoma Municipal Belt Line (18½ miles), 5 diesels.

WISCONSIN: East Troy: Municipality of East Troy (7 miles), 2 elec. exp. motors.

Canadian Common Carriers

BRITISH Columbia: New Westminster: Pacific Coast Terminals (4 miles), 2 0-6-0. North Vancouver: Vancouver Wharves (5 miles), 2 Hudslet 0-6-0 des. Vancouver: National Harbours Board, diesels.

NEWFOUNDLAND: Grand Falls: Grand Falls Central Ry. (23 miles plus sidings), 3 GE 600 hp des, one d-m, 170 frt. cars, 2 pass. cars, 4 work cars, 42" gage.

NOVA SCOTIA: Halifax: Nat. Harbours, diesels.

ONTARIO: Cornwall: Cornwall Street Ry. Light & Power Co. (18 miles), 9 electric locos. Gananoque: Thousand Island Ry. (5 miles), leases one CNR box-cab des. South Portage (Lake of Bays) Huntsville & Lake of Bays Ry. (slightly over one mile), 2 0-4-0 T and 2 coaches (line out of service since 1958), 44" gage. Oshawa: Oshawa Ry. (23 miles), 11 electric, 2 des.

QUEBEC: Danville: Asbestos & Danville, 4 MLW 1,000 hp des. Montreal: National Harbours Board 10 des. Quebec: National Harbours Boards, diesels.

Contract Carriers

ALABAMA: Brewton: T. R. Miller Mill (2 miles), one 2-6-2, one 2-4-2T, one GE 300 hp des.

ARIZONA: Inspiration (Miami) Inspiration Consolidater Copper Co. (15 miles), 3 diesels.

CONNECTICUT: East Hartford: Connecticut Co. (3 miles), one diesel, one gas-electric (converted el. exp. motor), Taftville: Ponemah Mills (3 miles), 2 electrics, one boxcar, one flat, one line car.

MARYLAND: Brandywine: Mechanicsville:—U.S. Navy (.42 miles), 2 BLW 1200 hp des, 3 loco cranes, 2 cabooses, box-cars, work car. Indian Head: U.S. Navy, diesel locomotives and cars.

MINNESOTA: Cloquet: Cloquet Terminal RR. (one mile), one GE 380 hp des.

NEW HAMPSHIRE: Berlin: Berlin Mills Ry. (Brown Co.) (15 miles), 2 GE 600 hp des, 86 frt cars, one leased B&M Alco 1,000 hp des.

OHIO: Euclid (Cleveland): Euclid RR. (3 miles), one des.

OREGON: Gilchrist: Klamath Northers Ry. (Gilchrist Lumber Co.), one diesel.

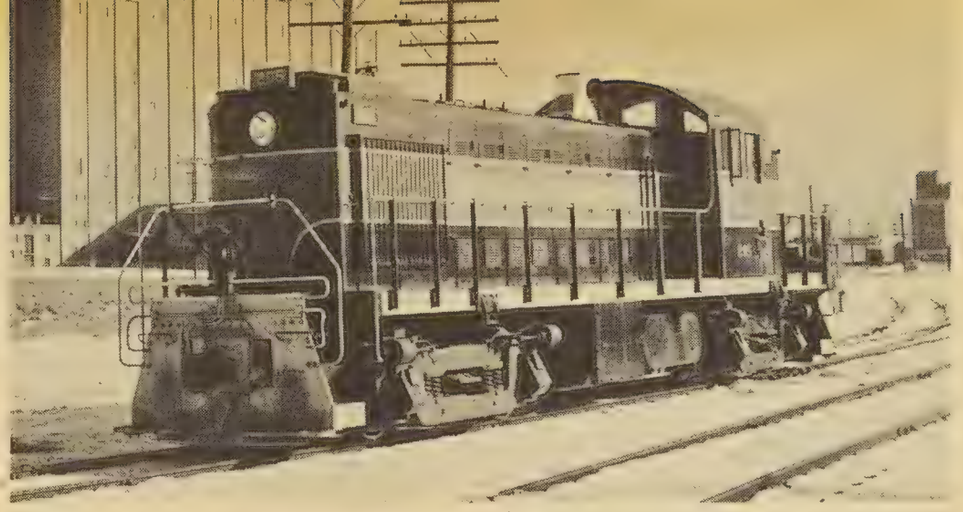
VIRGINIA: Dahlgren: U.S. Navy Q. diesels.

WASHINGTON: Klickitat: Klickitat Log & Lumber Co. (J. Neils Lumber) (20 miles plus sidings), 2 Shays, 66 frt. cars. Seattle: Puget Sound Power & Light Co. (¼ mile), one diesel.

WEST VIRGINIA: Jerryville: Cherry River Boom & Lumber Co. (70 miles), 2 GE 600-hp des, several cars.

BRITISH COLUMBIA: Crofton: Osborn Bay Wharf (one mile), one 2-truck shay (woodburner).

In October *Railroad Magazine* (out around Aug. 1.) we will begin a long and fairly comprehensive list of U.S. and Canadian industrial railroads and museum-operated rail lines, none of which *The Official Guide* mentions. ●



No. 205, one of Spokane International's 10 road-switchers built by Alco-GE.
Philip R. Hastings

SHORTLINES OF WASHINGTON STATE

Locomotive roster compiled by Sy Reich

Camas Prairie Railroad (owns no equipment)

Columbia & Cowlitz Railway

Road Nos.	HP	Bldr.	Bldrs. Model	Wheel Arngt.	Trac. Efft.	Weight	Date
D1	1000	FM	ALT 100.6A	B-B	61,500	246,000	?
D2	1200	FM	H12-44	B-B	61,500	246,000	1956

Klickitat Log & Lumber Co.

Road Nos.	Bldr.	BP	Cyls.	Drs.	Wheel Arngt.	Trac. Efft.	Weight	Date	Notes
5	Lima	200	11x12	32	3T	25,830	140,000	1929	1
7	Lima	200	13x12	36	3T	38,200	180,000	1929	2

Longview, Portland & Northern Railway

Road Nos.	HP	Builder	Bldrs. Model	Wheel Arngt.	Trac. Efft.	Weight	Date	Notes
111	1000	Alco-GE	S2	B-B	57,500	230,000	1949	
112	1000	Alco-GE	S4	B-B	59,950	239,800	1951	
1002	660	Baldwin	VO 660	B-B	?	?	1942	3

Four units (specifications unknown to us)

Pacific Coast Railroad (owns no equipment)

Port Townsend Railroad

11	550	BLHW	65DE27	B-B	?	?	1954	

Spokane International Railroad

200-211	1000	Alco-GE	RS-1	B-B	72,400	240,000	1948	

Tacoma Municipal Belt Line

901	300	GE	50 ton	B-B	27,000	100,600	1943	
902	?	?	?	?	?	?	?	4
903-904	660	Whitcomb	65-DE-19A	B-B	32,500	130,000	1944	5
905	660	Alco-GE	S1	B-B	59,760	199,200	1950	6
906	660	Alco-GE	S1	B-B	59,700	199,200	1950	7

Walla Walla Valley Railway

770,775	660	Alco	HH 660	B-B	59,400	198,000	1940	8

Washington, Idaho & Montana Railway

Two units (specifications unknown to us)

Yakima Valley Transportation Co.

297	480	BW	Box Cab	B-B	?	100,000	1923	9
298	440	GE	Steeple Cab	B-B	?	101,000	1922	

Based on data from the railroads involved, roster is generally accurate as of March 15, 1962. Locomotive builders: FM—Fairbanks-Morse; Alco—American Locomotive Works; GE—General Electric; BW—Baldwin-Westinghouse; BLHW—Baldwin-Lima-Hamilton-Westinghouse. Numbered notes:

(1) Railroad class 60-3; formerly J. Neils Lumber Co., Libby, Mont.

(2) Railroad class 3-PC-13; formerly Somers Lumber Co., Somers, Mont.

(3) Formerly Chicago & Eastern Illinois 76.

(4) Sold to Pan American Engineering Co.

(5) Formerly U.S. Army 8495, 8498.

(6) Formerly Alco-GE demonstrator 660.

(7) Formerly Humble Oil Co. 997.

(8) Formerly Northern Pacific 125 and 126, purchased in 1950.

(9) Formerly Glendale & Montrose, then LA&SL, purchased in 1942.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

1 *How many steam engines are owned today by U.S. Class 1 railroads?*

Only 72, according to the National Geographic Society, as compared to 21,200 a decade ago. Most of the 21,200 have been scrapped. Some were sold to foreign countries, at least 450 are on display in museums and parks, a few are being operated by industrial short-lines and tourist attractions, and even fewer are pounding the main-line rails occasionally on fantrips. Not a single steam locomotive has been built for an American common carrier since 1953. All of the 400 or so new locomotives ordered each year by major U.S. roads are diesels, except for a few turbine and electric units.

2 *Explain the meaning of such diesel truck arrangements as (B-B) ÷ (B-B).*

The parenthesis signifies an individual unit. B indicates a two-axle truck with both axles driven. The dash means that each of the unit's two trucks is attached by kingpin to the car body frame, which takes the stresses of drawbar pull. The division sign indicates that an MCB coupler connects the units which make up the locomotive. Sy Reich gave a full description of the methods for designating wheel arrangements in this magazine in October, 1959.

3 *How much coal did Union Pacific's "Big Boys" burn in an hour?*

Tests by a dynamometer car in 1943 showed that one of the whopping 4-8-8-4's could gulp 22 tons of coal an hour when working wide open. But don't start feeling sorry for the poor fireman. Those engines had mechanical stokers.

4 *Where is the longest stretch of straight track in the United States?*

On the Seaboard Air Line, 78.86 miles between Wilmington and Hamlet, N.C. Runner-up is the Rock Island's 71.94 miles between Dalhart, Tex., and Guymon, Okla.

5 *Do idle American railroaders get unemployment benefits regardless of whether they were laid off, resigned, or went out on strike?*

Yes. Nancy Ford, in *Modern Railroads* magazine, cites these examples:

On Jan. 9, 1960, Melvin R., a railroad clerk with a total of 27 month's service and total earnings of $5120, voluntarily quit his job. He moved around the country, collecting some $2100 in railroad unemployment insurance benefits between Feb. 9 and Dec. 5, 1960.

Frank P., an electrician's helper, was discharged for non-payment of union dues. He drew $937 in that year and $1016 in the second year before benefits were exhausted—a total of $1953—because he "didn't believe in joining any union."

George E., a freight handler, worked 14 months, earned $3290. He was discharged Nov. 22, 1957 (police record—"strong arm robbery"). He drew unemployment insurance benefits of $810 between Nov. 25, 1957, and Apr. 26, 1958; $1105 between July 2, 1958, and Jan. 1, 1959; $213 for retroactive benefits under liberalizing 1959 amendments to the Railroad Unemployment Insurance Act; extended benefits of $640 between Feb. 2 and May 10, 1959 —a total of $2768!

Marjorie E. worked 12 months in 1956, earning $3886; 11 months in 1957, earning $3511; three months in 1958, earning $884. She last "worked on the railroad" May 3, 1958. For her first child, born Dec. 17, 1957, she received maternity benefits, based on 1956 earnings, of $1040; for her second child, born Feb. 3, 1959, nine months after last railroad employment, her maternity benefits, based on 1957 earnings, were $1235. For her third child, born Apr. 28, 1960—*24 months after last railroad employment*—she received benefits, based on 1958 earnings, of $884. Total paid for this (would you call it planned parenthood?) was $3159.

Railroad workers on strike or unable to perform their duties because of picket lines have collected over $18 million since Jan. 1, 1955. The tieup by a handful of men of the New York Harbor area a year ago cost the Railroad Unemployment Insurance fund a cool million dollars.

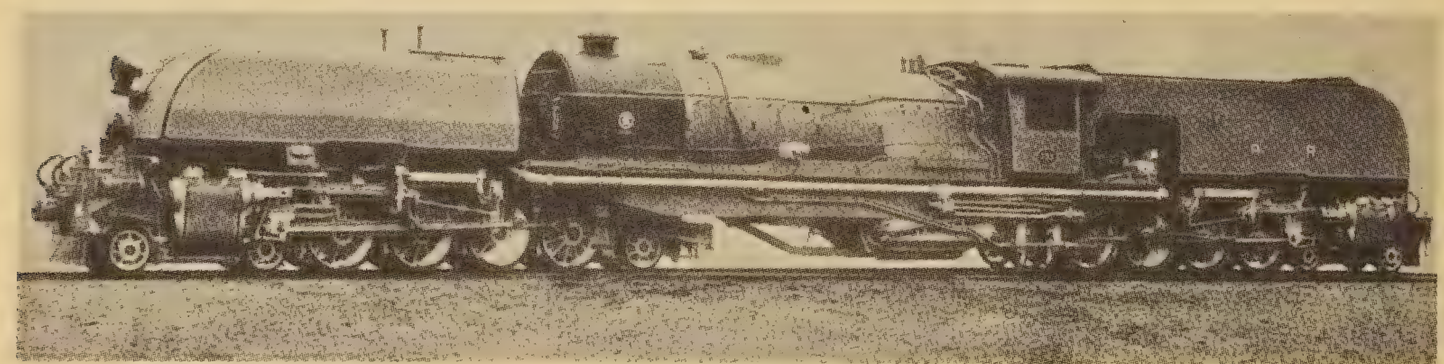
The protracted steel strike in 1959 cost the RUI fund $29 million in benefits to rail workers furloughed because of the sharp drop in freight loadings. There is certainly no quarrel with this. But the fund had to pay 253 steel workers $153,325 in benefits because they had worked on a railroad in 1958!

6 *Which are North America's (a) longest and (b) shortest railroad tunnels?*

(a) Great Northern's Cascade Tunnel through the Cascade Mts. in Washington in Chelan and King counties, 7.79 miles. (b) Louisville & Nashville's Bee Rock Tunnel near Appalachia, Va., 30 feet, connecting Norton, Va., with Corbin, Ky.

7 *Define a Beyer-Garratt.*

A Beyer-Garratt is a British-built steam locomotive having two engines, each facing outward, separated by a fairly short and fat boiler. The boiler frame is attached by pivots at each end to the engine unit frames. The boiler being supported entirely by the engine units, has no wheels of its own. This unusual arrangement has many advantages. Pivoting makes the locomotive an extremely agile articulated which can squeeze through hairpin curves with ease. The boiler can be slung low, since it has no wheels, permitting a big boiler in spite of low clearances while the unobstructed flow of air to the grates makes for a free steaming. Fuel and water are carried on the engine units. Beyer-Garratts have been built in a wide variety of gages and wheel ar-



One of the Beyer-Garratt locomotives (4-8-2+2-8-4) built for the 42-inch-gage Rhodesia Railways in southeastern Africa.
Beyer Peacock & Co. Ltd., Abbey House, Westminster, SW1, London, England

rangements and because of their great versatility, have been used practically everywhere except North America.

8 *What is a continuous brake?*

This is a system of brakes so arranged that by connecting the brake apparatus on the different cars of a train it can be operated on all of them from one or more points on the train, as from the locomotive or from any one of the cars.

9 *How many U.S. railroads really want to keep their passenger business, even under present conditions?*

Our query comes from a reader who enjoyed "The Vanishing Passenger Trains" by George Frazier (June issue). It's a tough question. We do not know the answer. Many roads, especially the Long Island, really desire passengers. A survey on the subject wouldn't help very much, because rail officials, regardless of how they feel privately about passenger traffic would not admit in public that they want to dump it all.

10 *What is the South Buffalo RR.?*

It is a 6-mile switching road, with 85 miles of track, that hauls from 400 to 450 loaded cars daily between Buffalo, N.Y., plants and the LV, Buffalo Creek, NYC, Pennsy, E-L, NKP, and B&O, plus about 1000 cars between Buffalo plants. Incorporated in 1901, this common carrier is owned by Bethlehem Steel Co. but operated independently. Its 1100 employees include 92 crews of five men each.

11 *Recently I lost an old poem, "The Hoghead's Dying Request," that I had in a wallet. Could you replace it?*

Sure thing. The author is anonymous.

A hoghead on his deathbed lay,
His life was ebbing fast away;
His friends around him closely pressed
To hear the hogger's last request.
He said, "Before I bid you all adieu,
One last request I'll ask of you;
Before I soar beyond the stars,
Just hook me on to a hundred cars.

"Oh, let me on that engine there
Just see how rough I can handle air;
Oh, let me at some water tank
Make a big-hole stop and give a yank.
"Then from the corner of my eye
I'll watch the pieces as they fly;
Then I'll calmly sit me down
And watch the dust clouds settle 'round.

"Oh, let me pull a draw-bar out,
Then take my can with its long spout
And getting down upon the ground,
Take my own time to oil around.
"Then far behind, in that red caboose,
I'll hear the conductor turning loose
A few pet names, as in days of yore
I've heard a thousand times before.

"Oh, just once more, before I'm dead
Let me stand the conductor on his head;
Let me see him crawl from beneath the wreck,
With a window sash hung 'round his neck.
"And when he comes and wants to fight,
Then I'll appear so innocent-like,
And the old excuse I will proclaim:
'There is a dynamiter in that train!'

"And you, dear friends, I'll have to thank,
If you'll let me die at a water tank;
Within my ears that familiar sound,
The tallowpot pulling the tank-spout down!
"Oh, let me die holding in my hand
A bunch of waste and an old oil can;
And let me die here on the ground,
Where I've spent the long years oiling 'round.

"Oh, let the train with draw-bar down,
Have all the crossings blocked in town;
And when they chain those cars together,
I hope it'll be in sloppy weather.
"And when, at last, in the grave I'm laid,
Let it be in the cool of the water tank shade;
And put within my lifeless hand
A moneky wrench and the old oil can.

"A marble slab I do not crave;
Just mark the head of my lonely grave
With a draw-bar pointing toward the skies,
Showing the spot where this hogger lies."

Then fainter grew the hoghead's breath;
His friends around him closely pressed.
His mind was wandering far away,
Perhaps to some other bygone day
When he as a hogger of great renown,
Was turning cabooses upside down.
Perhaps his mind was wandering back
To a draw-bar close beside the track

While he was trying to start the train
And was doing his best to "break the chain."
Then his face lit up in a joyful light,
And his soul prepared to take its flight.
His friends bent o'er him and called his name;
He smiled and said, "I've broken the chain,"
Then closing his eyes, he said no more;
He was "doubling the hill" to the other shore.

Canadian National engine No. 6167, on the high Credit River bridge at Georgetown, Ontario, wheeling an excursion train for the Upper Canada Railway Society. Jim Brown, 360 Manor Road East, Toronto 7, Ont., Canada

12 (a) *Is* Railroad Magazine *a bi-monthly because you can't find enough material to fill 12 issues a year?* (b) *Will you ever get back to monthly publications?*

(a) No, indeed! We get enough material, especially photos, to put out a *weekly* issue the same size as the present *Railroad Magazine*. We publish bi-monthly so as to let each issue remain on the news-stands for two months, which boosts the sales potential of each copy. By thus cutting the percentage of unsold magazines we lower the production cost per copy.

(b) We would resume monthly publication very quickly if every fan who sees *Railroad Magazine* now and then would buy it regularly from his newsdealer or subscribe by mail. A few readers pick up extra copies to send to pen pals overseas, and that helps.

13 *Which road has the largest number of commuter club cars?*

The Jersey Central, with 17. One is the *Plainfield Club,* in use since 1894, formerly part of the CNJ luxury train *Blue Comet* that ran between New York and Atlantic City.

14 *Can you tell me anything about the Savannah & Atlanta?*

Yes. Running between Savannah and Camak, Ga., 114 miles, this line is owned and operated by the Central of Georgia. It forms a very nice link in the eastern Georgia rail net, connecting with the C. of Ga., the Georgia, ACL, Southern, and SAL. For many years it was a real money-maker, known locally as the "High Yaller RR." because of its coaches' gaudy color. Today it has no passenger trains but keeps a steamer, No. 750, an ex-FEC 4-6-2, stored serviceable in its Savannah yards.

Running Extra

Item 2 in our April department had a superfluous decimal point, comments Colin Lee: "36.8 feet per mile" should read "368 feet per mile." This recalls an old story about a class of medical students. One fellow resumed his seat after working out a formula on the blackboard. Noticing a mistake he had made, he asked permission to change a decimal point. "It's too late," said his professor. "The patient has just died."

Words of two songs, *The Locomotive Engineer* and *The Engineer's Dreams,* are wanted by Fred Uber, 501 Laurel Blvd., New Castle, Pa.

A railroad president whose name is often mentioned in our magazine seeks the origin of the line, "It's a helluva way to run a railroad." Who can help him? Was it originally a gag line in an *Esquire* or *New Yorker* cartoon?

The following comment on item 26, April issue, comes from Elwin K. Heath, Barre, Vt.: "The Central Vermont built seven 4-4-0's at its Northfield, Vt., shops prior to moving those shops to St. Albans, Vt., after which it built 53 new 4-4-0's between 1870 and 1883. The road also rebuilt many 4-4-0's and larger types during its steam era. One was an inspection type, the *St. Lawrence,* No. 129, which Alco had built originally as a 2-4-6 in 1892 for Dr. Webb of the Adirondack & St. Lawrence as a gift to E. C. Smith, then CV president. St. Albans shops converted her to a 4-4-0 tender type in 1896 and scrapped her in 1928."

In April issue we said we didn't know of any steam locos on display at Cincinnati. An 0-4-0T stands there in the playground at Lunken Airport, according to Edward Burger, 5442 Cannas Dr., Cincinnati. He wants her history.

A comment on our *Fontaine* picture (April '62 comes from S. R. Wood, 115 W. Maple Ave., Stillwater, Okla.: "Grant Works built two such locomotives in 1880. No. 1 was their 1319, No. 2 their 1320. Being found unsuccessful, both were rebuilt in 1881 to conventional 4-4-0's and sold to the Wheeling & Lake Erie. No. 2 became W&LE second 17, later 35. The N.Y. Locomotive Works, which did the rebuilding, did not give them construction numbers."

We thank Mr. Wood also for correcting the engine-picture caption on page 20, April issue. He says Hinkley Works built that loco in 1856 as the Terre Haute & Richmond's *Hercules.*

Pix and anecdotes of the old Ohio & Mississippi (now B&O's St. Louis Division) are wanted by an engineer on that division, Robt. F. Smith, 209 David Drive, North Vernon, Indiana.

"Any size pix will do," he says. "I have a photo lab and will copy all borrowed photos and return the originals at once. Besides six old O&M engine pix, I already have several hundred shots of B&O engines, crews, depots, wrecks, etc., but need more O&M."

Regarding item 18 in our April department, we get this note from John G. Ford, president, Railway Historical Society of Milwaukee, 2133 N. 62nd St., Milwaukee 13, Wis.: "Chicago & North Western shopmen cut up their two Class E-4 streamlined Hudsons, 4008 and 4009, last fall for scrap. We had hoped to get one for our Mid-Continent Railway Museum, Hillsboro, Wis., but did not bid high enough. The 2-8-0 was not in ore-thawing service, as you stated, but she heated Chase Roundhouse here in Milwaukee until she blew up. Afterward, we bought parts of her. Two C&NW 4-6-0's of Class 1, the 175 and 1385, were sold to top bidders. Winona (Minn.) County Historical Society bought No. 175 while our museum acquired 1385."

Walter Averett, Box 362, Golden, Colo., is still asking for information and pix on the old Los Angeles & Salt Lake (now UP), especially first-hand accounts of any phase of operation between Las Vegas and Modena, 1903-'45. Who can tell him about the rear-end collision at Moapa, Nev., in 1942; the derailment by a rockslide at tunnel 8 in Nevada in 1926; the washouts that stranded a passenger train at Carp, Nev., in about 1946; the cornfield meet of the *City of Los Angeles* with a freight at Carp in 1943, or the train stopped by a washout near Farrier, Nev., in 1945?

Wanted by Chas. Hubbard, 650 Mariposa Ave., Denver 4, Colo., words of old poem, *Whistling Snyder.* "Did the Northern Pacific ever have such an engineer?" he asks.

"Is part of state route 117 near Gracey, Ky., an abandoned railroad bed, and if so, who could supply a brief history of that railroad?" inquires Vernon Gopp, 634 S. 12th St., Paducah, Kentucky.

Answering a request (April issue) for information on the Wharton & Northern and the Ogden Mine Railroad, C. W. Carling of 244 N. Main St., Wharton, N. J., says he worked for the W&N from 1917 to 1931 in various capacities and is familiar also with the Ogden Mine road, and will gladly supply whatever facts are desired.

"Who knows the words of a poem by Clarence Burr, *The Simple Engineer,* about a man operating a compound steam loco?" writes J. E. Marti, 10355 Vernon St., Chicago, Illinois.

NMRA Bulletin recently carried an article by Konrad Schreier, Jr., 1400 Holmsby Ave., Los Angeles, Calif., which said: "As a direct result of the great railroad strike of 1877, the gaudy paint of engines in earlier times passed into history."

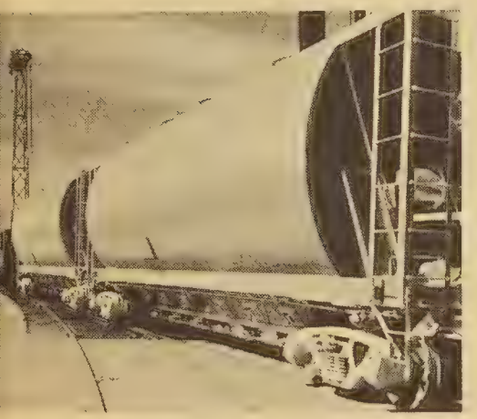
"Why," inquires H. W. Blake of Winnipeg, Canada, "was the use of gaudy paint on locomotives discontinued as a direct result of that strike?"

We asked the author. Says he: "Even before the '77 strike and ensuing agitation, railroad personnel had ceased to identify themselves with the companies they worked for and had lost much of the pride in their jobs.

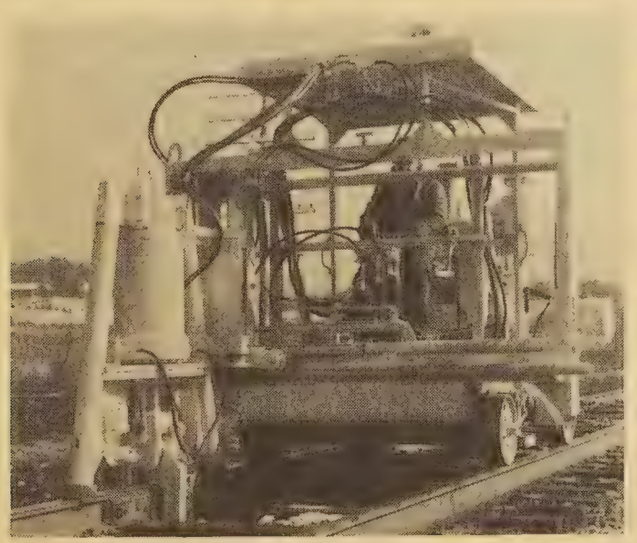
"Previously, when a locomotive was laid up for repair or for any other reason, the crew usually took the time off. In those days, too, many engineers and firemen spent their own money on paint, polish, and brass and voluntarily painted and polished their engines. But the strike of 1877 changed all this. The company had to do its own painting and polishing. Officials picked black paint because it was cheap, effective, and relatively easy to keep clean. Later on, servicing crews began to take pride in their paint jobs, but black remained the prevailing color."

What's New?

New "low-profile" design of General Electric's 2500-hp. U25B, the world's mightiest four-axel diesel-electric locomotive, improves operating-crew visibility. A four-unit combination of this type is now being demonstrated on American railroads.



◀ Canadian Nat'l has ordered 200 new-type Alcan hopper tank cars, designed by engrs. of Aluminium Ltd. and CNR, biggest order ever made for aluminum cars based on an original design.



New self-propelled machine built by Railway Maintenance Corp. straightens rails by vertical cold bending at two joints per minute, powered by GM diesel engine.

New automatic freight-car identification system would eliminate time-consuming manual reading of car letters and numbers plus a mass of resultant paper work. An optical reflection uses infra-red light for illumination. The wayside scanner (shown above) and associated circuitry decode and store the data taken from passing cars and transmit this information to any existing teletype network at a low or high speed. It penetrates fog and other adverse weather conditions.
Union Switch & Signal Div., Westinghouse Air Brake Co., Swissvale, Pa.

A RAILROAD classic, copyright 1941 Popular Publications.

THE BOOMER FIREMAN

by Homer G. Keith

Rock Island Engineman

ONE chilly autumn afternoon a curly-haired man of sturdy build and middle age pushed open the office door of Andy Barton, introduced himself as Charles Hunsicker, and laid his credentials on the scarred oak desk. Barton was superintendent of the Clinton Division. He glanced at the letters.

"Engineman," he said curtly. The Central Westren was glad to get experienced runners when winter drew near and most of the boomers fled. "Okay, Curly, you're hired."

Curly Hunsicker was a rover. He'd worked for the CW before in his wanderings. He knew its curves and switchbacks. He knew its grades that looked steep enough to stall a mountain goat, where you had to lay your Johnson bar down in the corner and maul the old girl to lift tonnage over the hill. Many a man he'd seen do it, too. On every one of these grades at least a dozen trains had stalled before reaching the summit; the crews had tied the rear end down with clubbed brakes and had doubled over the hump to the nearest siding. He'd watched engine crews sweat as they dug down coal and ran for water . . . and come roaring down the grade the next day with air retainers turned up, trusting to luck and the hand of the Almighty on your shoulder that the wheels would stay on the rails.

For the Clinton Division was rugged. Its rotary plows bucked snowdrifts from early fall until late spring. But always following the cold season came fragrant summer days when the winding valley of the Cohise River filled you with joy.

Clinton, the division point, was the crossroads of the boomer world in those days. If you stayed there long enough and watched the boys come and go, you'd see old friends amble down the pike, make a few pay checks, and then drift again on the endless trail.

To the west the single track rose out of the valley up Madera Hill. To the east it followed the river, a gradual descent to Santa Rosa, the eastern terminus. And in the heart of town lay Mrs. Flynn's boarding-house, close to the roundhouse. No boomer would think of passing through Clinton without a visit to "Mother" Flynn's place. Accordingly, after getting a Central Western rulebook, Curly applied there for lodging.

Mrs. Flynn was the widow of a freight engineer who had gone to glory on Madera Hill and the mother of a mail clerk killed in another wreck. But not even the double bereavement kept her down very long. Using the Brotherhood insurance money and a sum from the company, the energetic widow and her daughter Molly opened a boarding-house on Railroad Avenue. Molly was devastatingly pretty of face and figure. The boys kidding around tried to make passes at her. With mischievous green eyes, red hair, and a bright smile, she delighted to lead them on—just so far but always elusive when it came to the clinches.

From the mellow vantage point of maturity, Curly enjoyed it all. He was satisfied merely to observe. The very presence of the girl lifted his spirits. That winter was tough but just seeing Molly Flynn at the end of a run helped a lot. He even got to like the hard-boiled Old Man, Andy Barton, the crusty master mechanic, "Shorty" Crane. Those two brass collars would bawl the hell out of you or bark "Thirty days" without batting an eyelash, but Curly knew that they were rails at heart and if either one thought you were right he'd stick with you till the last flag was whistled in. But Griggs, the tall, angular road foreman of engines, was a rawhider. Curly never cared much for him.

That winter, danger hung over the road. Sometimes the power was good but the coal was always full of slate, and the grades were steep and icy. After a while, though, a warm spring came. Bobolinks sang, dogwood trees showered their white petals over the right-of-way, and Molly Flynn strode along Railroad Avenue in a tight-fitting dress that showed every curve in her wonderful body. Curly's old boomer urge fought a losing battle. *Why pull the pin and seek greener fields?* he reasoned with himself. *The Central Western is green enough for me.* Thus the wanderer became a home guard, and the months rolled on into another autumn.

WHEELING a redball freight one November morning, Curly Hunsicker left Santa Ana with a new fireman, a boomer from the East. Some of the boys whom the Central Western runners fell heir to in those days didn't seem so adept with the shovel as they were at talking their way into jobs. Curly's fireboy was like that. Curly himself had been away from the scoop for years, but this time there was no help for it. To prevent a steam failure he had to get down now and then and line the fire up for the green ashcat.

The train was heavy. To make matters worse, they hit a snowstorm halfway to Clinton, the first severe fall of the season. The higher they went the worse the weather became and as they headed into the Clinton yard in early evening the snow had begun to drift. Curly looked through the yards to the cinder pit, climbed down, and headed

for the roundhouse. He was tired, cold, and hungry. *Mother Flynn's fire and a warm bed will sure feel good this night,* he thought.

Leaving the office, he met a young, broad-shouldered fellow who asked for the master mechanic. Curly guessed he wanted a running job, but the stranger said he was a boomer fireman. Well, Crane needed firemen. He usually did. Boomers didn't hang around the CW very long in late fall. Now, with this storm he'd need them still more. Curly took the young fellow into the master mechanic's office. The fireman marched up to the M.M. with assurance.

"Davis is the name, Jim Davis," he said. "I've got a letter for you, Mr. Crane."

Shorty must have needed help real bad, for he sent Davis upstairs right away to the trainmaster's office.

"Take this slip with you," he said, "and the trainmaster will run through the book of rules with you. When you get through, tell the crew clerk. I'll leave orders for him to mark you up on the board."

Curly went out and plowed through the snow toward Mother Flynn's, pondering over the ease with which Davis had just landed a job. Most boomers had to make a student trip or so before being put on the board. This one would spend a few minutes in the trainmaster's office going over the rules and then was supposed to be ready for a pay trip.

Next morning the engineer was awakened in his room by the callboy shaking him.

"Whatsa matter, kid?" he grumbled.

"An extra west for nine o'clock, Curly," said the lad. "She's sure goin' to be rough. Ninety-eight came down the hill an hour or so ago and the crew said snow's driftin' into the cuts."

"What fireman do I get?"

"A student named Davis. The Old Man must have just hired him."

"Okay," said Curly. "I'll be there."

After signing the book, he walked out of Mother Flynn's place into a cold white world, exchanging cheery smiles with Molly as he left. The sun was dazzling and you could hear snow crackle under your feet. Away off up Madera Hill rose the smoke and steam of an engine shoving a plow through the cuts. Not enough white stuff had fallen yet to cause much trouble. He met Davis in the roundhouse and they passed by Crane's door.

"Take care of that student," said the master mechanic. "*Maybe* you can get to Crestone and back."

THE TWO enginemen climbed up on their locomotive, a heavy Mikado. None of the CW power at that time had a mechanical stoker and it was a man-killing to fight your way up the mountain to the west. Curly watched his fireman. The boomer moved about the deck, looking at supplies, the fire, and the water glass in a manner indicating he knew his business. As they eased out on the main, Curly got off at the yard office to check and sign the register.

"I'll couple her onto the train for you," said Davis, and eased the hog off down the lead. When the engineer came back from the office and climbed up in the cab, the fireman remarked casually: "I've tested the air; there's no bad leakage. And the carman says all the brakes are working."

For a moment the engineer pondered on whether or not to accept the new man's judgement. But the master mechanic had put so much confidence in Jim Davis that Curly felt safe, and handed the boomer his train orders. This was in the days before it became compulsory for the fireman to read them. Jim checked the numbers against the clearance, read them over, and handed them back without comment.

"We climb Madera Hill right out of the yard," Curly said as they got up steam. "We have a helper engine all the way to Dalton, where she cuts off. This stuff we get for coal clinkers pretty bad. I'll have to lift her all the way up the hill. If you've never fired this kind of real estate before and have trouble keeping her hot, I'll help you all I can."

Jim thanked the engineer. Curly whistled off, the helper engine tooted in reply, and the train left town. The switch-tender got the gate for them and they pulled out of the yard. All the time Curly kept a wary eye on the boomer. Before long he was convinced the latter did not need any advice. He dropped the reverse lever a few notches just to see how Jim would take it.

The ashcat grinned. Then he crossed the deck and said in a friendly tone: "Hook her up, buddy! You don't need to try me out—or show me up, either. I'll blow her roof off if you say so."

"You'll do, boomer!" Curly smiled, returning the fireman's clap on the shoulder. "We'll hook her up."

It was a rare November morning, the kind that makes you glad to be alive. Cold and clear, with not a breath of wind. Snow-laden pines crowded close to the track while loose snow, pushed out by the plow, piled halfway to the cab windows. Engine smoke mixed with steam from the turgid exhaust was rising straight up in the still air. The pop sizzled gently as Jim kept her at the 200-pound mark with no waste effort. Back at the rear of the short, heavy train the smoke and steam from the laboring helper engine, also a Mikado, rose to form another white plume. Twin clouds of beauty floated slowly up the mountain side.

They topped the hill at Dalton and stopped at the water tank. While Jim was taking water, Curly got down and peered into his fire. He'd been curious to have a look at it all the way up the hill, because he had never before worked with an ashcat who could burn less coal for the tonnage they were hauling. Most men had to use the clinker hook before they left Dalton. The fire, however, was still burning brightly and evenly.

Crane's new man a student? mused Curly. *Not so you could notice it.*

THEY headed into Crestone yard as the sun was sinking behind a high mountain peak. Snow lay deep and beginning to drift. The engine backed down through the yards en route to the roundhouse. Section men with brooms were sweeping the white blanket from switch-points to keep them clear and prevent their freezing during the night.

When the big Mike got to the cinder pit, Curly beckoned for Jim to alight first. He was still curious about that fire but naturally did not want the boomer to catch him looking at it. He eased the firebox door open. Lo and behold, it was still clean enough to take them back to Clinton if necessary. Then the engineer jumped off, too, and walked around the engine. At the right side-rod, Jim stopped and examined it carefully.

"That rod don't look right to me," he said. "Looks like it's cracked. If that's the case its liable to snap in this zero weather. I'd report it if I was you."

Such advice from a so-called student fireman would bring a sharp retort from most throttle-jerkers, but Curly Hunsicker was fast learning things about this fellow, so he kept his mouth shut. Still, he did not act on Jim's suggestion.

Before turning in that night, they spent a few hours loafing around a hot stove in the roundhouse, enjoying "spot" with a few other crews. Once when Jim Davis went out for a while, Curly tried to get some information about him from the other boomers present. Apparently none had ever heard of him before, nor

had Curly himself, which was quite unusual among boomers. During the gabfest Jim had volunteered no clue as to his origin or experience, but when they discussed subjects such as train handling, train orders, valve gear, and breakdowns, he talked like a veteran.

On some distant pike, Curly mused, *that man must have been more than a boomer fireman.*

Molly was relaxed on a sofa in the lobby, casually reading a magazine. The engineer walked over for a brief chat before hitting the hay.

"Molly," he said, "I had a new fireman today, a young fellow named Jim Davis. You've been around a lot. Ever hear of him?"

The girl's lips tightened and her green eyes took on a hard glint.

"Did I say something wrong?" Curly asked. "I only wanted to know—"

"Well," said Molly in a strained voice, "Jim Davis was the man responsible for my brother Pat being killed. I don't want to hear his name again."

"Sorry," Curly apologized. "I didn't know," and shortly afterward he retired for the night.

After being called next morning, Curly and Jim Davis were assigned to the same Mike they had handled the day before. Curly looked at the boomer curiously but said nothing to indicate he was thinking of what Molly had said. After all, it was none of his business. More snow had fallen during the night and the sky was gray and cold. The crew that had been called early in the morning for a snowplow would now be somewhere down the road ahead of Curly's train.

As they walked out to the engine Jim remarked: "I suppose they thought that rod looked all right. It's the same one anyway."

Jim nodded. He could not believe that Jim Davis, who seemed to know much about locomotives, was just a roving fireman. As for Jim's connection with the death of Pat Flynn—well, that was a mystery which only time could clear up, at least in so far as he, Curly Hunsicker, was concerned.

"Beanpole" Slade, the dyspeptic young head brakeman, opened the switch and caught the Mike as she eased out on to the main stem. He climbed up in the deck, stamping the snow off his feet, cursing the weather, the ponderous train behind him, and conditions in general, not omitting to damn himself for working on such a lousy pike.

"Boomers have no sense," he growled. "Damn it all, I have a date for that dance in Clinton tonight, but fat chance we have of being back before midnight!" Jim shrugged. He told the brakeman to sit down, look back for a highball, and stop grouching. If he missed a dance, what the hell?

THEY were ascending a slight grade a few miles east of Ute Springs when the engineer dropped her down a notch or so and eased the throttle back. And then—*wham.*' As Curly shut her off and slammed the brake valve into emergency he felt instinctively what had happened. That side-rod had been on his mind ever since they left Crestone. Now the long end of the rod was raising a ruckus as it came over with every turn of the wheels, digging up ballast and snow and sending them into the cab. It would be a miracle if the rod did not hit a tie solidly and derail the engine before she came to a stop.

But luck was with the crew. She rolled up and stopped on a little flat where the wind had swept the rails clear of snow. Curly whistled out a flag and got down on the ground with Beanpole.

"There's nothing is front of us to worry about for a while," he said, "so you don't have to go ahead with a flag."

Both men studied the situation. They agreed it was going to be a nasty job to disconnect the broken parts in near-zero weather. Fortunately, nothing but the rod seemed to be damaged, but Slade was still cursing his bad luck.

Jim stayed on the engine to fill the boiler with water. In a few minutes he shut off the injector and climbed down, bringing a handful of tools with him. By now Curly had finished looking over the damage. The corresponding rod on the left side would have to come down, and the grease cut was too high to slip off under the bottom guide bar. Davis started working on the broken right rod, while the engineer was explaining things to him.

"We won't need a tow-in," said Jim.

Neither Beanpole nor Curly was convinced of that. They had finished taking off the broken rod and from now on they agreed to leave it up to Jim. The young ashcat accepted this responsibility, went over to the left side, took out the knuckle pin, and let the back end of the rod drop to the ground.

Curly helped him with the manual labor, while Beanpole Slade hung around offering advice but very little assistance. Jim had him cut the Mike off from the track while the engineer spotted her on the back center of the left side. Curly was still in the dark as to what the fireman had in mind, but he waited to see.

"Give me the oilcan," said Jim. He oiled both rails ahead of the front pair of drivers. "Come here, brakie," he ordered, "and make yourself useful."

He led the man to a stack of ties on the right-of-way, selected a small one, and got Beanpole to help him lay it across the rails close in front of the fore drivers. Curly moved her ahead half a turn. The front wheels slid on the oiled rail, thus putting the left crosshead on the front center in the clear of the side-rod to be taken down.

"Call in the rear flag, hogger, before you come down to help me get this rod off," Jim asked. "By the time he gets in we'll be ready to go."

They got the rod down, loaded both of them on the pilot, and were all set to leave as soon as we got a highball from the rear end.

"Where in hell did you learn to do a job like that?" Curly inquired as he wiped his gloves on a piece of waste.

"Oh, I've been around," Jim said evasively "I wonder if she'll handle this train with only three pairs of drivers."

"She will if I can keep her feet on the ground and don't run out of sand. Most of the rest of the way is down hill anyhow."

THEY took on coal and water at Ute Springs and headed into the passing track for a manifest freight which would soon be coming up the mountain. By now it was lunch time, and the crew were ravenously hungry. As they walked toward the beanery Curly stopped at the office and sent the dispatcher a wire reporting the breakdown. Barring further accident, he added, he'd bring all his tonnage to Clinton.

Even that slight stop en route to the eating-house made the engineer more impatient for his belated meal. After all, you do get famished from six or seven hours on the road and fighting the cold weather, with not even a sandwich to eat—unless you were smart enough to pack a lunch beforehand.

Those were the days of occupational ills among crew men. Steam locomotives which swayed constantly while in motion, joggling the engineer and fireman, strained the heart and made you prone to kidney disease. On top of that irregular hours, haphazard meal times, and a poor choice of food in beaneries often led to stomach and intestinal ailments.

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Whatever the cause, Curly Hunsicker felt edgy that noon. Being hungry, too, he filled his belly with oversweetened coffee, greasy hamburgers, French fries, white bread, and stale pie while they were waiting for the redball merchandise to pass.

Nobody can take such meals indefinitely. Back in his engine cab on the run to Dalton, Curly fought a pain that nearly doubled him up. Jim noticed the spasm and asked what was wrong. The engineer grunted, "Nothing serious." When they stopped at Dalton for the crew to turn up a bunch of air retainers before hitting Madera Hill, the young fireman got down on the ground to look at his ashpan. Climbing back on deck, he found Curly wretchedly hunched over his seatbox.

"You're worse," said Jim. "You're in no condition to handle a train down Madera Hill."

"Sure I am," the engineer protested feebly. "I'll be okay in a minute."

Jim stepped over to the right side of the cab and peered back along the train. Curly knew what he saw. He'd seen the same vista himself hundreds of times: snow-covered pines crowding down on both sides of the track, a water tank, a section house, the station where an operator was on duty constantly, and a long passing track with snow drifted over it. To all appearances, no train had used the passing track that day. The short wintry day was drawing to a close. Snow began falling again.

"No use sending a message to the dispatcher," said Jim. "Wouldn't do any good. We can't drag this train up the hill with only three pairs of drivers, and if we did get in on the siding we'd slip down in the drifts and couldn't pull out again. We've got to get off this main line, Hunsicker. You shove over to my seatbox and lie down. I'll take her down the hill. Slade will do what little firing is necessary."

"Can you do it, Davis?" groaned the engineer. "This hill is bad."

Davis smiled reassuringly. "I can, all right. Don't you worry about that."

Beanpole was coming over the top by the time they finished talking. He climbed over the coal and down in the deck, and Jim questioned him.

"How many retainers did you turn up?"

"About half of them. But what have you got to do with it, bakehead? Mr. Hunsicker is the engineer on this job."

"Not from here to Clinton," Jim said firmly. "I'm taking her out of here."

SLADE reached up in the leg of the tank, got his lantern and grip, and started down the steps of the gangway. Jim grabbed him by the arm and snapped, "Just where do you think you're going?"

"Gettin' off while the gettin's good," retorted the brakeman. "I'm not ridin' down this mountain with a boomer fireman handlin' the air and have to join the birds before we hit bottom."

"I don't want any argument out of you," said Jim. "Get back up here! We have to keep out of the way of Thirty-four. I'm taking her down the hill and you're comin' along."

Slade was surly; but when a fellow as big as Jim Davis talks like that and looks as if he means business, there's not much you can do about it.

Jim whistled off, looked back, got a highball, and pulled out. It was high time, too, as you're not supposed to flag a passenger train in a snowstorm unless it's urgently necessary. Beanpole put in a fire and sat down on the seat ahead of the engineer, keeping a suspicious eye on Jim. The heavy train rolled over the hump, each car giving the hog a kick as it started down the grade.

Curly was not greatly worried. Despite what Molly had told him, he respected this boomer fireman who had come from nobody knows where to work on the Central Western. Curly was certain by now that Jim Davis was used to being on the right-hand side. Just before the speed got too high, Jim reached for the brake valve, drew off just the right amount of air, and released the engine with the independent valve.

Slade also scrutinized the performance. He'd been a boomer long enough to know real railroading. The brakeman and Curly watched, mouths agape, at the masterly manner in which the boomer fireman let that long train down the hill and stopped at the yard switch in Clinton as unconcerned as if he'd been pulling the latch on that division all his life.

When he brought the panting Mike to a halt on the cinder-pit track at the roundhouse, he helped Curly down and said: "Soon as we reach the office I'll get hold of a taxi and take you home, or to a doctor."

"No doctor," the hogger gasped "I'll just rest a bit while you're making out a work report and changing your clothes. By that time I'll be able to make

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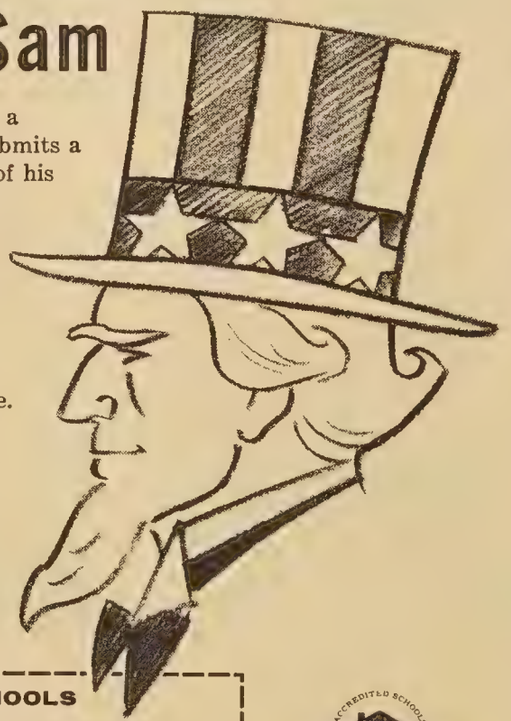

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it over to the boarding-house without a taxi."

Shorty Crane, the master mechanic, was still in his office. He called Curly in as the engineer passed his door, while Jim hurried on back to the wash-room. Another runner was in there reporting to the master mechanic.

When he left after a while, Shorty turned and said: "Sit down, Hunsicker. You look pretty bad. What's the matter?"

Curly said it was his old complaint, only a trifle more severe than usual. He added that Davis had brought his train in for him.

"Oh yes, how did you like your student fireman?" Crane asked with an odd smile.

"Student, hell! How come Davis ever asked you for a job firing? That man's an engineer and I'll bet my next pay check he's a better man than almost anybody else you've got."

"He asked for a job firing," said Crane.

Curly did not push the matter. Instead, he ambled over to his boardinghouse. Molly Flynn noticed that he wasn't feeling well. With characteristic womanly sympathy, she gave him a glass of hot milk and an aspirin.

"Now," she said cheerfully, "you take a hot shower and get into bed. You'll be all right by morning.

Sure enough, after sleeping the clock around, he awoke in a room filled with bright sunshine and he felt fine. When he got to the roundhouse he saw the name *Jim Davis* on the engineer's extra board. Evidently Jim's firing days were over. *What, if anything,* he asked himself, *would that mean to Molly?*

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CURLY was strolling through the yards one evening after a trip down Madera Hill when he met the boomer, now an engineer, coming in from the east. Curly stopped his Mike on the roundhouse pit, and in a few minutes Jim backed in behind him. Curly got down and walked to the office. Jim, on the ground, was testing his hog for steam blows while the fireman spotted her. The older man could tell there was something defective; he had noticed the sound of exhausts as he came puffing into the yard.

Jim's train was a hotshot connection from the east. She had been due in at Clinton several hours before. In fact, Curly had been getting time on her at every order board from Ute Springs on. The senior engineer eased back to the roundhouse office to get the dope.

Jim's engine had been falling down for time ever since he left the eastern terminal. The dispatcher had been burning up the wires trying to find out the

reason. Jim said he had engine trouble and let it go at that. The chief had been unable to help him. There was no power along the route available for swapping with the defective engine, so Jim had to do the best he could with the cripple: double hills, run for water, and get later on the timecard every minute. Now Crane was in his office with Tom Briggs, the road foreman of engines, both waiting to ask Jim why.

For some reason, the road foreman had been "riding" Jim. He had resented Jim's taking over the train on the hill that day Curly was incapacitated and had opposed the boomer's promotion to the right side of the cab. *Maybe,* Curly thought, *Griggs knows the whole story of Pat Flynn's death in the train wreck.* The matter did not actually concern Curly, but he wanted his friend to get a fair deal.

Accordingly, when Jim reached the office and Briggs called him in, Curly stood outside the door and listened to the road foreman's raving. Among the least of his charges against Davis was incompetence. Jim remained quiet and let the official bellow.

At length the master mechanic, who had been silent, cut in sharply: "Briggs, there are two sides to every question. I want to get to the bottom of this the same as you do. We should hear what Davis had to say."

"I can show you better than I can tell you," said Jim. "Come with me."

They started for the cinder pit and Curly tagged along. The hostler was up on the engine that Jim had brought in, and all four men stood along her right side.

"Move her ahead" Jim ordered. "Spot her on the top quarter! Now set the brake! Give her steam! Open the cylinder cocks and move the reverse lever from front to back! Okay?"

He looked at the M.M., who announced, "Cylinder packing blowing."

"Yes," said Jim. "Now come around to the other side." And to the hostler: "Move her ahead a quarter! Set the air! Now put the reverse lever on center and give her steam!"

Crane cocked his head sidewise and listened. "Valve blow," he said expertly. "That's good enough for me, Davis. Come on back to the office."

They went in and the official turned to Curly. "Come in, Hunsicker," he invited. "You're a friend of Davis's. You'll be interested in this."

As he shut the door, the master mechanic confronted the road foreman and started the session off with: "Briggs. I don't question your authority—you've got your job to do. But I haven't been blind all these months. I knew exactly what I was doing when I hired Davis and promoted him without a lot of fanfare." The M.M. glanced at the closed door. "Now, I don't want what is said in here tonight to go any further than this office. Davis, tell these gentlemen how you lost your last job."

THE HOGGER told his story. "I'd been promoted from engineer to road foreman on a Canadian road," he said. "One night I was runing an eastbound limited. We had an order giving us a meeting point with a opposing first-class train that was behind on her schedule. We were the superior train by direction. This train had been making up time, and to help them the dispatcher had put out an order advancing the meeting point to a blind siding.

"We was supposed to get this order at the first open station before we reached the meeting place previously arranged. It so happened that this station was not one of our regular stops. We were passing right by, as the engineman repeated my 'clear board,' when we saw the signal. Now what resulted would probably not happen again in a thousand years."

The listeners followed closely.

"We had passed a station where the traffic was heavy." Jim went on. "The brains was busy collecting tickets. The brakeman was busy. None of them saw the board. Naturally, the result was the same as if both trains had been given a lap order. I'd been lifting her in order to make the meeting point and not lay the opposing train out too much.

"Well, sir, we met on a curve a short

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distance beyond the blind siding. The opposing train was slowing down to head in, and her crew jumped. I gave my hog the works and put her on sand, but we didn't have a chance. We rode her right into the wreck. The engineer and fireman were killed; so was a mail clerk on the other train. That mail clerk was Pat Flynn. I was injured.

"I lay in the hospital at Barlow for a month. When they let me out, I didn't have a job. No one will ever know what made the operator do it. He swore that the board had been out! He had no way of knowing but that every member of the crew had seen it was clear. Anyway, the conductor and flagman admitted at the inquiry that they had not seen the board, while the agent at that place strung along with the op and swore the board was red. That made me the goat," Jim Davis concluded. "It also made me a boomer."

SHORTY CRANE took up where Jim had left off. He told Curly:

"That's just the story that the master mechanic at Barlow wrote in the letter Davis brought me when he first came here, Mr. Hunsicker. The man at Barlow is an old friend of mine. In fact, we'd been boys together back East. He always thought Jim Davis was framed, and now he knows it. Read that." He handed Jim a letter. "I just received it today. I suppose you'll hear from him yourself in a day or so."

A mist seemed to be over Jim's eyes as he read. Peering over his shoulder, Curly caught snatches of the message. "Davis is completely exonerated . . . The man responsible has confessed . . . If he wants to come back he can have his old job or a better one . . ."

Crane grabbed Jim's hand in friendly fashion. "Well, do you want to stay with us or will you go back to Canada?"

Jim grinned joyously. "I'll stick here."

There isn't much more to tell. Jim had been engaged to marry Molly but she broke off the engagement because she believed his carelessness had caused her brother's death. She thought, too, that he had lied about it, trying to cover up. But that letter from Barlow cleared the air. It wasn't long before wedding bells rang out in Clinton, and Jim moved into Mother Flynn's boarding-house to live with his redheaded wife.

The mountains are still there on the Clinton Division, but the engine crews that maul Central Western trains up those grades and ease them down are all home guards. The days of the boomer are gone forever. ●

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In Philadelphia years ago there was no more delightful way to spend a lazy summer afternoon or a moonlit evening than to ride a trolley through the world's largest city park, Fairmount Park. This car was No. 10. Many others were open cars.

Photographed in 1938 by William W. Finley, 8713 Shawnee St., Philadelphia, Pa.

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TRANSIT TOPICS

A NEW 15-mile rapid-transit line will be built in South Jersey connecting with the Philadelphia-Camden subway, using the Benjamin Franklin Bridge rail route, and running east to Camden, Collingswood, and Haddonfield, and then to Kirkwood over tracks of Penn-Reading Seashore Lines to the terminal 15 miles east of Philadelphia. With New Jersey and Pennsylvania governors approving, the Delaware River Port Authority has allocated $57 million to build this route. Operation should begin in about two years. The project would be run by Philadelphia Transportation Co. under an agreement like one for the Camden bridge line.

Steve Maguire

In 1956 the Port Authority made an engineering survey of rapid-transit needs into Philadelphia from the Camden area and considered a three pronged system into Camden from Woodbury, Kirkwood, and Merchantville via a new tunnel under the Delaware River. Evidently two of the prongs have been pigeon-holed. The Kirkwood route, connecting with the bridge line, has been picked as the best of the three in anticipation of more than 30,000 riders daily. Use of the bridge rail lines is considered better than building a new tunnel.

Originally planned to cost $50 million, the new line will require an extra $5 million or so because it will leave the Camden PTC terminal and then run elevated through Camden to Haddonfield, where local authorities insisted it be depressed into a cut to avoid creating a so-called Chinese Wall through the city, and then on to Kirkwood over PRSL tracks. Plans call for all welded rail and semi-noiseless new rolling stock. If this project is successful and draws more than the 30,000 estimated daily commuters, the other two routes now on the planning board—out of the bridge line to Woodbury and Moorestown—probably will be built later.

A SCOTCHMAN visiting New York herded his wife and four children out of Penn Station onto the sidewalk, hailed a taxi, and asked, "How much to take us all to the Bronx Zoo?"

The cabbie beamed. "Three dollars apiece for you and your wife. The four kids can ride free."

"Verra good!" The canny tourist turned to his children, "Pile in, lads and lassies! Your mother and I will meet you at the zoo. We're goin' by subway."

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GHOST of World War 1! Ending its rail service last Jan. 28th, the District of Columbia Transit System announced that 24 of its PCC cars were being shipped to Sarajevo, Jugoslavia, the hill town where an archduke's assassination brought about the first global war. Sarajevo built a new 8-mile line to Ilidza, converted its old little tramway system to standard gage, began using 50 PCC's in November, 1960, and is now awaiting the additional 24 cars. Another 20 of Washington's PCC's have gone to Barcelona, Spain, for the city's *Tranvias de Barcelona,* which has nearly 125 miles of track. Those 20 will replace a few doubledeckers, the last doubledecked trolleys left in active service on the continent.

Meanwhile, DCTS shopmen and painters have restored to original condition the single-truck two-car train of cars 303 and 1512 that were often used for Transit Day observances and fantrips. The restoration included the removal of No. 303's closed vestibules and the application of goldleaf-type lettering and decorations to both cars, which will rest permanently in the Smithsonian Institution.

The Matanzas terminal of the former Hershey Cuban Railway: this line is now the North Havana Division of the Cuban National Railways. (Details on page 48.)
Stephen D. Maguire

Train on the Sarria Railroad, a combination interurban and subway line at Barcelona, Spain, is leaving the tunnel which takes it into the heart of the city.
Capt. Vitaly V. Uzof, Signal Div., Berlin Command, APO 742, New York, N.Y.

Turkish State Railways: suburban electrification at Yesilyunt, near Istanbul.
Photo by William D. Middleton, author of book, The Interurban Era.

We hope two other DCTS cars—Nos. 766, last deck-roofed veteran, and 1053, sole survivor of a group of pre-PCC streamliners—will be saved by the National Capital Museum of Transportation, a fan group which plans to acquire trackage for an operating museum in Maryland. Ex-DCTS 1304, the first automated streetcar to operate without a crew, still runs occasionally on General Electric's test trackage at Erie, Pa. It is, of course, an experiment.

NEW ORLEANS is committed to continuing trolley operation on both Canal and St. Charles streets. New Orleans Public Service is rebuilding its popular 40-year-old cars. NOPS has never bought a car second-hand and will not buy PCC's from any other line but will repair and rebuild its 75 Perley Thomas trolleys, even making hard-to-get parts in its Carrolton shops. Cars 914 and 915, the first ones rebuilt, were given new plexiglas doors and window sash with oval upper sash and door windows, while 900 has a new aluminum roof, doors, and sash. These changes are only experimental.

According to Prof. Rolf Strahle of Tulane University's School of Architecture in New Orleans, the Canal Street line with 7½ miles of straight track may well be the longest straight trolley run anywhere. Last year, when one of his classes made a survey, 18 percent of the tourists they questioned admitted visiting the city mainly to ride its trolleys while 65 percent preferred streetcars over buses.

St. Charles Avenue claims the distinction of having the world's oldest and most beautiful street railway. E. Harper Charlton of Baton Rouge, La., says it has operated continuously since Sept. 25, 1835, beginning with horse-drawn doubledeckers, and was electrified Feb. 1, 1893.

TEST DRILLERS along Wilshire Boulevard, Los Angeles, for the projected new rapid-transit line actually struck oil! "Oil or no oil," says Executive Director Gillis, "the line will be built."

EVENTUAL abandonment of all Boston MTA trolley cars is visualized by Chief Engineer E. B. Myott, according to an interview in the *Boston Sunday Globe,* reports Ralph L. Johnson. Mr. Myott thinks that within a decade they will be gone and the downtown trolley-subway replaced by rapid-transit trains elsewhere. He opposes plans to 4-track the subway and extend it to Stuart Street for a connection with the Huntington Avenue line. Those plans had been advanced to help the new Prudential housing project. Instead, Mr. Myott would convert the Riverside line

Stephen D. Maguire (right) discusses trolley situation with E. Harper Charlton, author of *Street Rys. of New Orleans*. Car is a former rail-grinder. W. Golson, 9124 San Lo Dr., Baton Rouge, La.

to rapid-transit trains running all the way downtown on Boston & Albany tracks past Back Bay station to connect with the mainline Everett-Forest Hills route and then past North Station and on to Reading, Mass., over the proposed route on Boston & Maine trackage.

Mr. Myott must have come under the anti-trolley influence of his boss, General Manager McLernon, for he said: "Thus, with the end of the trolley lines, people living in those areas would be served by carefully-located bus lines feeding passengers into the Riverside rapid-transit line." In other words, as long as trolleys serve the Riverside route, such bus feeders won't be brought into the line. Is that logical?

HISTORIC incline plane at Johnstown, Pa., with a 71 percent grade, renovated not long ago by volunteer workers to attract tourists, passed out last Jan. 31st, ending 70 years of operation on one of the steepest incline railways anywhere, reports James Cerny, However, we understand that this line will again be put into operation.

At nearby Pittsburgh the nation's last inter-county trolley line—Wilmerding-Trafford—is discontinuing operation. This service had been only a one-a-day franchise run since 1961, when buses took over. The line opened in 1904. At one time cars of the West Penn Railways entered Pittsburgh over its rails.

HUDSON & MANHATTAN, the line that apparently could never get out of the red, has been bailed out by joint action of New Jersey and New York State which authorized the Port of New York Authority to take over, operate, and improve this railroad, the only rapid-transit route linking the two states.

The Authority, which earns a nice income by tolls from highway traffic on tunnels and bridge between the states, will spend $150 million to buy the H&M and rehabilitate it with new cars, new signal system, and new trackage, plus $25 million to build a new railbus terminal in Jersey City's Journal Square and $25 million to connect H&M with the Erie-Lackawanna electric line at Harrison, N.J., near the site of the Pennsy's old Manhattan Transfer. In New York, the Port Authority will spend $279 million to buy the old H&M terminal and large office buildings in a two-block area and replace them with a new World Trade Center having a new H&M terminal under it.

After more than 50 years, H&M is still the only inexpensive rapid transit between New Jersey and New York. Our Nov. '47 issue carried its history.

DENOUNCING plans for a second Schuylkill Expressway in Philadelphia, Harry Hyde, Jr., 930 Academy Lane, Bryn Mawr, Pa., writes: "As Los Angeles learned the hard way, expressways tend to become self-defeating: the more expressways are built, the more they are used, and the more additional expressways have to be built; in the long run, traffic is as congested as it was in the beginning. Furthermore, expressways do not solve the problem of downtown traffic and parking; they make it worse.

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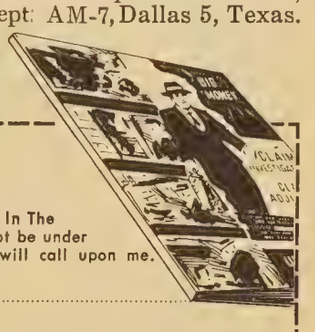

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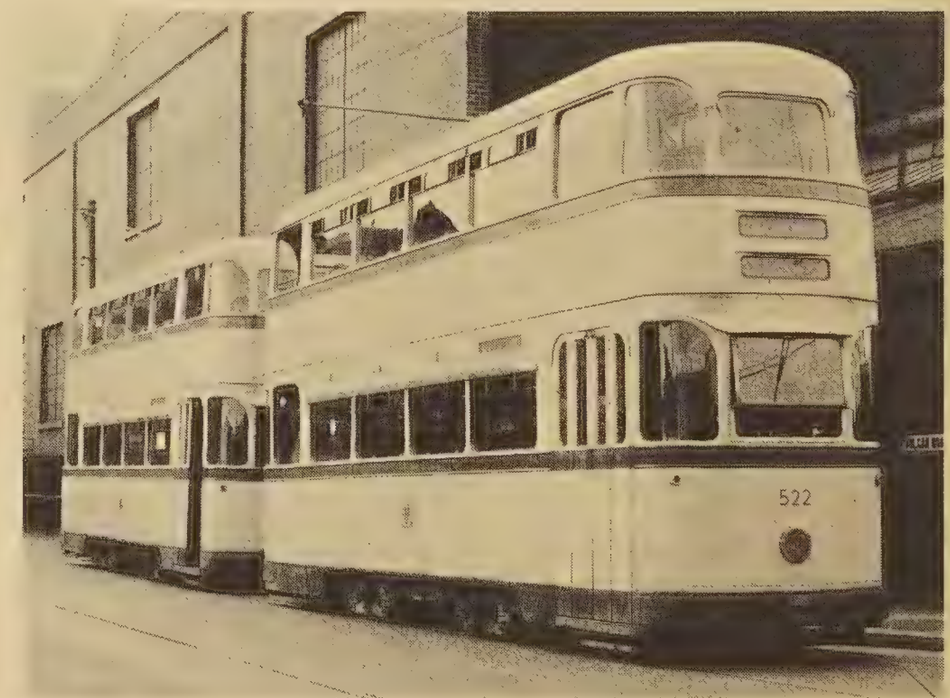
FROM historian Dick Cummings, 105 Theresa Ct., Manchester, N.H., comes a nearly-complete list of the 81 Birney cars that ran on the Boston Elevated. All but 10 were sold to other companies, starting in 1932, when they were hardly 5 years old and when the era of Birney operation elsewhere was at its peak. Of the total 4 were scrapped, 6 were lost in a car-barn fire.

Among those sold 5 went to Calais, Me.; one to Johnson City, Tenn.; 10 to Penn-Ohio Electric, Youngstown, O.; 2 to Southwestern G&E, Texarkana, Ark. 3 to Corning & Painted Post Street Ry. in New York State; 6 to Omaha &

H. B. Adams, New Haven, Conn.
(Right) German State Railway interurban cars at Dusseldorf. Second car, painted purple and cream, is a regular railroad-style diner, photographed in summer of 1954.



Two of the last of 400 doubledeckers at Sheffield, England, which inaugurated electric tram service in 1899 and abandoned it for buses on October 8, 1960.
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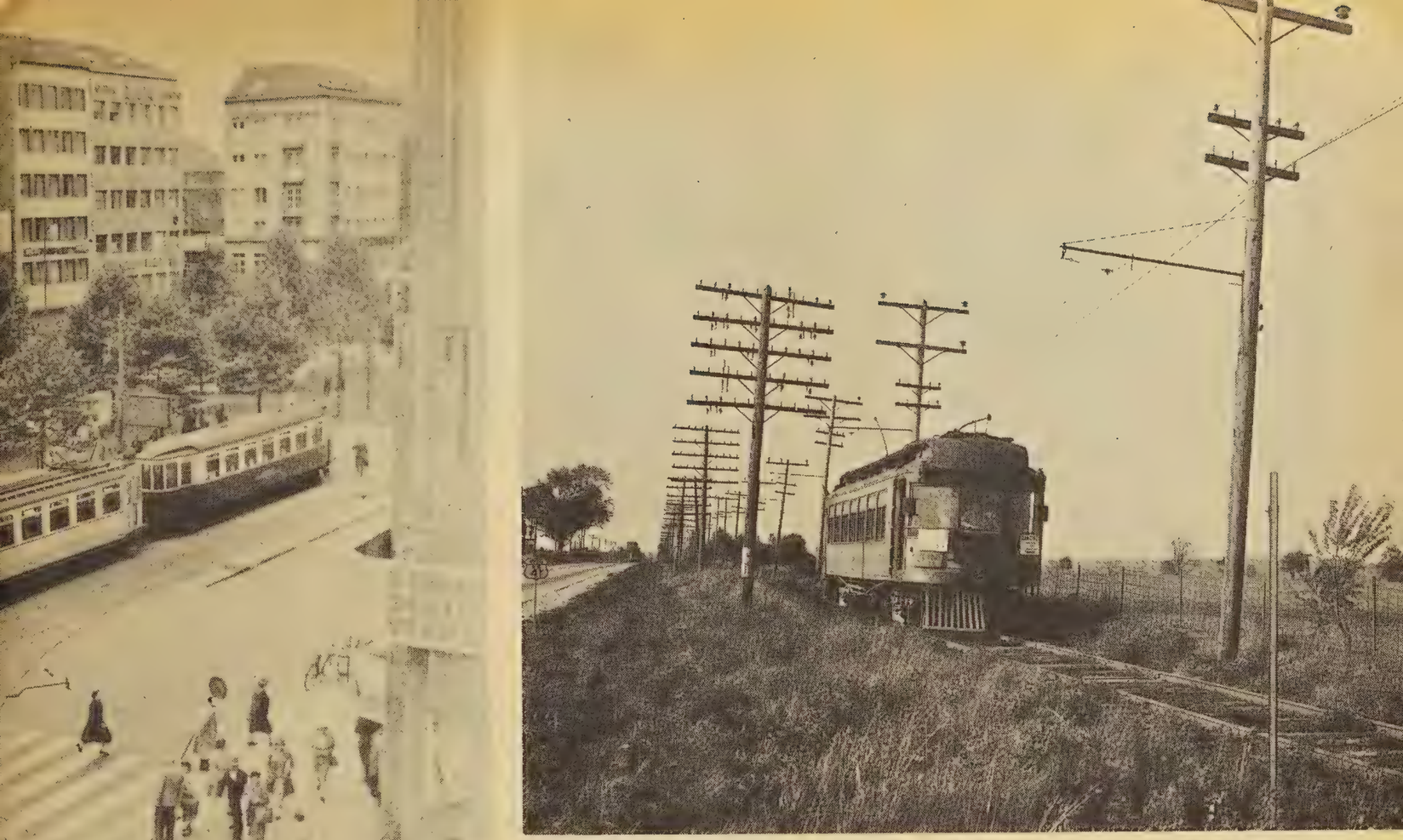

No. 18 of old Terre Haute, Indianapolis & E. interurban line, abandoned 1931,
Collection of Bev. Nash, Terre Haute, Ind.

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Council Bluffs Ry. in Neb.; 3 to Princeton Power Co. of West Va.; 2 to Stark Electric RR. in Ohio; several to Appleton, Wis., and others to South America. Four originally sold to Milwaukee Ry. & Lt. were resold elsewhere. Who knows of other sales of the 81 cars? Ex-BERY Birneys were readily distinguished by the single upper-sash center light.

CUBA'S *Territorio Libre de America*, the interurban line from Casa Blanca through Hershey (now called Central Camille Cienfuegos) to Matanzas, is still operating with daily service, we learn from a recent visitor to that area. Long known as the Hershey Cuban Railway, the line is now the *Unidad Norte-Habana* route of the nationalized *Empresa Consolidadada de Ferrocarilles Nacionales de Cuba*. A new passenger station is being built at Casa Blanca. The Occidentales electric locomotive,

No. 429, that used to switch freight cars from the Florida-Havana car-ferry is no more. With abandonment of the car-ferry, the engine was rebuilt and shifted to the former Hershey line, where she is now working as No. 31.

Monorail serving Seattle World's Fair is stimulating interest in other monorails, such as this one criscrossing Disneyland at Los Angeles, California.

Miniature reproductions of two of the many photos illustrating the new CERA Bulletin, *The Great Third Rail*, showing trains of the Chicago, Aurora & Elgin.
Both photos by Stephen D. Maguire

Havana Central R.R. used to operate interurban-type service out of Havana station to Mariano, Guanajay, Regla, and Guanabacoa, running 36 passenger cars over 77 miles of electrified trackage. All were de-electrified between 1939 and 1944. Havana Electric Ry., the 93-mile city system that ran more than 400 little single-truckers through the city's narrow streets, gave way to buses in 1952. At times, Cuba had streetcars running in five other cities.

At Camaguey, the Camaguey Co. Ltd. ran 12 passenger cars and one freight car over 8 miles of Canadian-built track. In Cardenas, the *Tranvia Electrico de Cardenas* ran 12 battery cars over a 7-mile route from 1915 to '19. Another battery-car system, the U.S.-financed Cienfuegos, Palmira & Cruces Electric Ry. & Power Co., had 33 cars on 29 miles of track.

Santiago boasted 15 miles of track served by 30 trolleys of the *Compania Electrica de Aluminbrado y Traction de Santiago*, which ended service about 25 years ago. Cuba's last small trolley service was at Matanzas: the *Ferrocarril Electrico de Matanzas*, with 12 miles of track originally operated by battery cars but eventually converted to overhead trolley. It had 20 cars, including some Birneys and some ex-Havana city cars, but was abandoned in 1955 when the motor-generator burned out.

Electric Railway Publications

THE GREAT THIRD RAIL, one of Central Electric Railfans Assn.'s finest bulletins, is a 152-page, well-illustrated story of the Chicago, Aurora & Elgin and the Fox River Valley Electric, 8½x11", with spring binding, several pretty color plates, and reproductions of company publications. Members spent years gathering material. Publication was timed with abandonment of CA&E; it is a fitting memorial album; $9 a copy from CERA, P.O. Box 90, Chicago 503, Ill.

MONTREAL CITY PASSENGER RY. CO., by Omer S. A. Lavallee, 52 pages, 6x9", tells the history of horse tramways, 1861-'94, before electrics took over, illustrated with photos and old prints. Canadian RR. Historical Assn., Box 22, Station B, Montreal 2, Que., Canada, sells it for $2.50.

DENVER TRAMWAYS, by Stanwood C. Griffith, 20 pages, 8½x11", is the latest Electric Railroads issue of Electric Railroaders Assn., 145 Greenwich St., New York 6, N.Y.: a history, roster, many photos, $1.50.

NELSON (B.C.). STREET RAILWAY, by Douglas V. Parker, 8½x11", illustrated, photo-offset, is an interesting 15-page account of a tramway with only 3 miles of track and 3 passenger cars. This remarkable line operated until 1949, under municipal control for its last 44 years. Copies 50¢ each from British Columbia Ry. Historical Society, P.O. Box 114, Victoria, B.C., Canada. (No stamps, please!)

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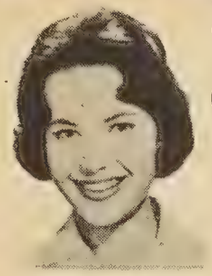

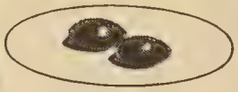

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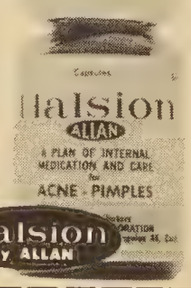

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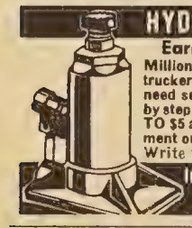

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All-Time Vandalia Roster

Compiled by Charles E. Fisher

Terre Haute & Indianapolis

Rd. No.	Name	Bldr.	Shop No.	Blt.	Type	Cyls.	Dr.
	Putnam	Hinkl.	303	1851	0-4-0	11½x20	54
	Marion	"	304	1851	"	"	"
1	Clay	"	302	1851	"	"	"
2	Hendricks	"	301	1851	"	"	"
3	Vigo	Taunt.	81	1852	4-4-0	14x18	60
4	Terre Haute	"	82	1852	"	"	"
5	Indianapolis	"	83	1852	"	"	"
6	Ohio	Hinkl.	389	1852	"	14x22	54
7	Illinois	"	390	1852	"	"	"
8	Kentucky	"	391	1852	"	"	"
9	Boston	"	392	1852	"	"	"
10	St. Louis	"	481	1852	"	14x20	66
11	Wabash	"	480	1852	"	14x22	54
12	Western	Mason	18	1855	"	?	
13	Shiloh	"	4	1854	"	"	
14	Taunton	"	17	1855	"	"	
15	Pacific	"	45	1856	"	"	
16	Samson	"	49	1856	"	"	
17	Atlantic	Hinkl.	605	1856	"	15x22	66
18	Hercules	"	607	1856	"	15x24	60
19	?	Rog.	1052	1863	"	16x24	60
20	?	"	1056	1863	"	"	"
21	?	Taunt.	295	1863	"	"	"
22	?	N.J.	—	1864	"	?	
23	?	Bald.	1272	1864	"	16x24	60½
24	?	Mason	196	1865	"	15x22	?
25	Arctic	"	191	1865	"	"	
1		Bald.	4796	1879	4-4-0	no data	
2		"	4376	1878	"	"	
3		"	4377	1878	"	"	
3		"	4789	1879	"	"	
4		"	4378	1878	"	"	
4		"	4794	1879	2-6-0	"	
5		"	4379	1878	4-4-0	"	
6		"	3305	1873	0-4-0	"	
7		Hinkl.	—	1880	2-6-0	"	
9		Bald.	1962	1869	0-4-0	16x24	54
9		"	2939	1872	"	no data	
10, 11		Hinkl.	—	1879	"	"	
13		Bald.	3308	1873	0-4-0	"	
13		T. H.	—	1894	4-4-0	"	
14		Bald.	4381	1878	"	"	
15		T. H.	—	1894	2-6-0	"	
17		"	—	1894	4-4-0	"	
18-20		"	—	1895	2-6-0	"	
23		Pitts.	730	1884	4-4-0	18x24	62
24		T. H.	—	1895	0-4-0	no data	
26		Pitts.	731	1884	4-4-0	18x24	62
27		Rog.	1428	1867	"	16x24	60
28		Bald.	1704	1868	"	14x22	49
29		"	1954	1869	"	16x24	54
30		Rog.	1665	1869	"	"	"
31		"	1664	1869	"	15x22	66
32, 33		"	1703, '4	1870	"	16x24	60
34		"	1717	1870	"	15x24	54
35		"	1719	1870	"	"	66
36, 37		Bald.	2936, '7	1872	"	no data	
38		"	3366	1873	2-6-0	"	
39		"	3481	1873	4-4-0	"	
39		Pitts.	783	1884	"	18x24	62
40, 41		Hinkl.	—	1879	2-6-0	no data	
42, 43		Bald.	5452, '3	1881	"	"	
44		"	6126	1882	4-4-0	"	
45		"	6131	1882	"	"	
46		"	6101	1882	4-6-0	"	
47		"	6290	1882	2-6-0	"	
48		"	6293	1882	"	"	
66		"	2878	1872	4-4-0	"	
67		"	2866	1872	"	"	
68		"	2938	1872	"	"	
69		"	3034	1872	"	"	
70		"	3035	1872	"	"	
71		"	3369	1873	"	"	
72		"	3485	1873	"	"	
146, '7		T. H.	—	1894	0-4-0	"	
148		"	—	1895	"	"	
150		"	—	1895	"	"	
154		"	—	1895	"	"	
156		"	—	1895	"	"	
315, '6		"	—	1895	"	"	
328		"	—	1895	"	"	

VANDALIA ROSTER NOTES

THIS roster supplements "Carload Andy" Ospring's "Vandalia Story" (April '61 issue) and a Vandalia roster dated May 1, 1917, when that line, previously self-operated, was merged into the Pennsylvania. Specifications given in the 1917 listing are not repeated here, but we do list the lines for which most of the engines were originally built. Doubtless a few other locomotives and renumberings should be included in this all-time roster, but no record of them is available.

Except for some power built in railroad shops without shop numbers, you will find the shop numbers stated here, thus helping you to trace the engines through the Vandalia's renumberings. Builders or Pennsy shops are abbreviated thus: Bald. (Baldwin), Col. (Columbus), Denni. (Dennison), Ft. W. (Fort Wayne), Hinkl. (Hinkley), Junia. (Juniata), N.J. (New Jersey), Pitts. (Pittsburgh), Rog. (Rogers), Schen. (Schenectady), Taunt. (Taunton), and T.H. (Terre Haute).

Brief histories: The Vandalia was chartered Jan. 1, 1905, under the laws of Illinois and Indiana as the result of a consolidation of several roads in those states. The oldest line to become part of the Vandalia was the Terre Haute & Indianapolis. Chartered in 1857 as the Terre Haute & Richmond, opened in 1862, and extended to the Illinois state line as the TH&I, this 79-mile road became the nucleus of the Vandalia. Early locomotive data comes from its Annual Report for 1865.

For the next 40-odd years many engines were delivered to the TH&I. Evidently some renumbering cared for those of the leased roads, but such details are missing. The TH&I roster printed here is dated 1898, but in order to save space we omit all engines listed in the Vandalia roster.

The St. Louis, Vandalia & Terre Haute, on which "Carload Andy" and his father worked, was chartered in 1865 and opened in 1870 between East St. Louis and Indiana state line, 158 miles. It was leased immediately to the TH&I for 999 years. Interest on its bonds was guaranteed by the Pittsburgh, Cincinnati & St. Louis. This gave PRR an entrance to East St. Louis over roads it controlled. Our roster lists the engines delivered to he StLV&TH, omitting those that came to the Vandalia.

An older line, the East St. Louis & Carondelet, was chartered in 1857 and opened in '72. The StLV&TH controlled it until 1902. All of its six locomotives were built by Pittsburgh. A road chartered in 1867 as the Logansport, Crawfordsville & South Western was opened in '72 between Logansport and Rockville, Ind., 92 miles. It leased the Evansville & Terre Haute and, in turn, was leased as the Terre Haute & Logansport to the TH&I. All TH&I locomotives shown here were 4-4-0's built for that road.

The Illinois Midland was formed as a merger of the Paris & Decatur, the Peoria, Atlanta & Decatur, and the Paris & Terre Haute. This 173-mile line ran between Terre Haute and Peoria. The Terre Haute & Peoria was organized in 1887 and leased to the TH&I five years later. Its locomotives are listed here as shown in builders' records. All engines delivered to the IM were built by Mason, except that Brooks built Nos. 34, 37, and 38. All had 16x24" cylinders and all were 4-4-0's except No. 15, a bogie.

Meanwhile, the 116-mile Indianapolis & Vincennes was chartered in '67 and two years later the PCC&StL began operating it between those two cities. The I&V, with other roads, eventually made up the Vandalia. Its locomotives, if any, are unknown. Then in 1901 came the chartering of the Logansport & Toledo as a reorganization of the Detroit, Eel River & Indianapolis. The L&T ran between Logansport and Butler and was leased to the Wabash in 1877, year of the first big railroad strike, and in 1902 was leased to the TH&I. Nothing is known of its motive power.

Finally on Jan. 1, 1905, all of the foregoing roads were merged to form the Vandalia which, as you know, has since been integrated into the Pennsylvania.

East St. Louis & Carondelet

1	1417	0-6-0	StLV&TH	401
2,3	406,'7	0-4-0	"	402,'3
4	643	0-4-0	"	404
5	649	0-4-0	"	405
6	1419	0-6-0	"	406

Terre Haute & Logansport

1	Bald.	2278	1870	14x24	61
2	"	2367	1871	15x24	60¾
3	"	2505	1871	"	"
4	"	2622	1871	14x24	"
5	"	2620	1871	15x24	"
6	"	3106	1873	"	"
20	Rog.	2401	1875	12x18	56
21	"	2405	1875	"	"

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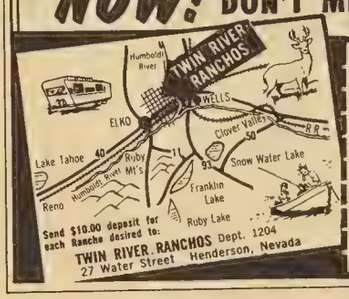

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5	20	20
7½	30	30
10	40	40

Name:
Address
City: Zone: State:
Indicate No. of Ranchos Total enclosed $

St. Louis, Vandalia & Terre Haute

1	Bald.	1667	1867	4-4-0	14x24	56¾
2	"	1670	1867	"	"	"
3	"	1741	1868	"	16x24	67
4	"	1763	1868	"	"	"
5	"	1798	1868	"	"	"
6, 7	"	1815, '6	1868	"	14x24	56¾
8	"	1975	1869	"	"	"
9	"	1938	1869	4-6-0	16x24	54
10	"	1940	1869	"	"	"
11	"	1976	1869	"	"	"
12	"	2037	1869	"	"	"
13	"	2071	1870	"	"	"
14	"	2072	1870	"	"	"
15	"	2095	1870	0-4-0	14x22	48
16	"	2024	1869	4-4-0	15x22	66
17	"	2063	1870	"	"	"
18	"	2113	1870	"	"	"
19	"	2114	1870	"	"	"
20	"	2118	1870	4-6-0	16x24	54
21	"	2194	1870	4-4-0	15x22	66
22, 23	"	2219, '20	1870	"	"	"
24	"	2243	1870	"	16x24	60
25	"	2246	1870	"	"	"
179	Pitts.	611	1883	"	17x24	66
180	"	612	1883	"	"	"
177	Altoo.	128	1872	4-6 0	G 2	Pennsy
178	"	113	1872	"	G-2	"
—	"	61	1870	"	G-2	"

Illinois Midland

12	Waynesville	542	1874	60	
13	Maria	543	1874	"	
14	R. G. Ingersoll	545	1874	"	
15	G. E. Farrington	546	1874	"	
16	A. G. Hunter	554	1875	42	
34		297	1877	60	
37,38		502,'3	1881	"	

Paris & Decatur

1	Cooke	761	1871	4-4-0	12x22
2	"	775	1871	"	"
3	"	814	1873	"	16x24
4	"	820	1873	"	"
5	"	829	1873	"	15x22
6, 7	"	831,'2	1873	"	"
8	"	973	1873	"	16x24

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Vandalia Railroad

No.	Class	Original Road No.	Type	Bldr.	Blt.	Shop No.	Renumbered
1	VD-3	TH&I 37	4-4-0	Pitts.	1884	732	
2	VD-3a	" 49	"	"	1884	734	
3	VD-5	" 25	"	"	1890	1140	305
4	VD-5	" 27	"	"	1890	1141	404
5	VD-5	" 31	"	"	1890	1142	405
6	VD-5	StLV&TH 186	"	"	1890	1117	306
7	VD-5a	" 187	"	"	1890	1118	403
8	VD-6	TH&I 30	"	Schen.	1895	4375	406
9	VD-6	" 144	"	"	1895	4373	407
10	VD-6	" 158	"	"	1895	4372	311
11	VD-6	" 164	"		1895	4374	312
12	VG-5b	" 34	4-6-0	Pitts.	1893	1450	41
2nd 1-4	VK-1s		4-6-2	Schen.	1910	47737-'40	
2nd 5-8	VK-1s		"	"	1912	50631-'4	
2nd 9-12	VK-1s		"	"	1913	53971-'4	
13-15	VG-5	StLV&TH 191-193	4-6-0	Pitts.	1892	1361-'3	313,408,'9
16	VD-6a	TH&I 16	4-4-0	Schen.	1899	5002	301
17	VD-6a	StLV&TH 175	"	"	1899	5003	302
18	VD-6a	TH&I 36	"	"	1899	5004	303
19	VD-6a	StLV&TH 177	"	"	1899	5005	304
20,21	VE-1	StLV&TH 152&159	4-4-2	"	1902	25460,'1	
22,23	VE-1	" 173&178	"	"	1902	25462,'3	
24	VE-2	" 200	"	"	1904	29238	
25	VE-2	TH&I 51	"	"	1903	29237	
26-28	VE-2	StLV&TH 197-199	"	"	1903	29234,'6	
29-34	VE-3s		"	"	1906	39865-'70	
35,36	VE-3s		"	"	1907	43372,'3	
37,38	VE-3s		"	"	1910	47812,'3	
41	VG-5b	Van 12	4-6-0	Pitts.	1893	1450	400
101-103	VG-3	StLV&TH 188-190	"	Schen.	1891	3553-'5	533-'5
104,105	VF-4	TH&I 1&6	2-6-0	Pitts.	1896	1641,'2	352,'3
2nd 105	VF-7s	Van 158	"	Schen.	1906	39871	
106	VF-4	TH&I 7	"	Pitts.	1900	2083	346
107	VF-4	" 12	"	"	1896	1643	354
108,109	VF-4	" 21-22	"	"	1896	1644,'5	347,'8
110	VF-4	" 28	"	"	1896	1646	~~354~~ 349
111,112	VF-4	" 32-33	"	"	1896	1647,'8	350,'1
113	VF-4	" 35	"	"	1896	1649	355
114	VF-4	StLV&TH 143	"	"	1896	1650	356
115,116	VF-4	" 151&153	"	"	1896	1651-'2	357,'8
2nd 106-116	VF-7s		"	Schen.	1907	43374-'84	
117-120	VF-4	StLV&TH 160-163	"	Pitts.	1896	1653-'6	
121-126	VF-4	" 165-170	"	"	1896	1657-'62	
127	VF-4	" 181	"	"	1899	2005	
128,129	VF-4	" 182-183	"	"	1900	2084,'5	
130,131	VF-4a	TH&I 40-41	"	"	1902	25464,'5	
132	VF-4a	StLV&TH 141	"	"	1903	26586	
133,134	VF-4a	" 142&145	"	"	1902	25466,'7	
135	VF-4a	StLV&TH 149	2-6-0	Pitts.	1903	26587	
136,'7	VF-4a	" 171,'9	"	"	1903	26588,'9	
138,'9	VF-4a	" 180,'4	"	"	1902	25468,'9	
140,'1	VF-5	TH&I 10,11	"	Schen.	1903	29239,'40	
142,'3	VF-5	StLV&TH 195,'6	"	"	1903	29241,'2	
144,'5	VF-5	TH&I 38-43	"	"	1904	29790,'1	
146-'8	VF-5	" 46-48	"	"	1904	29792-'4	
149,'50	VF-5	" 60,61	"	"	1904	29795,'6	
151-'5	VF-5	" 134-'8	"	"	1904	29797-'801	155 Re 326
156,'7	VF-5	" 139,'40	"	"	1904	29802,'3	Re 327,'8
158	VF-5a		"	"	1906	39871	Re 105
2nd 155-'7	H-10s		2-8-0	Lima	1916	5146-'8	
2nd 158	H-9sa		"	Pitts.	1910	47612	
159-'61	H-9sc		"	Junia.	1912	2377-'9	
162-'66	H-10s		"	Lima	1915	5075-'9	
167,'8	H-10s		"	"	1916	5149,'50	
201	VA-2a	TH&I ?	0-4-0	T. H.	1891		
202	VA-2	" 9	"	"	1895		
203,'4	VA-3	" 2,5	"	Pitts.	1893	1498,'9	
2nd 203	B-6		0-6-0	Junia.	1910	2042	
2nd 204	B-6		"	"	1910	2072	
205,'6	VB-1	StLV&TH 155,172	"	Pitts.	1893	1500,'1	
207,'9	VB-2	TH&I 29,39,42	"	Bald.	1902	20321,'3	
210	VB-2	" 8	"	Schen.	1899	5073	
211	VB-2	StLV&TH 174	"	"	1899	5074	
212-'4	VB-2	TH&I 14,44,45	"	"	1902	26582-'4	
215	VB-2	StLV&TH 157	"	"	1902	26585	
216,'7	VB-2	TH&I 17,18	"	Bald.	1902	20319,'20	
218-'20	VB-3		"	Schen.	1906	39862-'4	
221,'3	VB-3	TH&I 3,4,50	"	"	1903	29243-'5	
224	VB-3	StLV&TH 194	"	"	1903	29246	
225,'6	VF-6	TH&I 15,24	2-6-0	"	1904	29804,'5	225 Re 486
227-'34	VF-6	" 52-59	"	"	1904	29806-'13	
235,'8	VF-6	" 130-'3	"	"	1904	29814-'7	
239	VF-6	StLV&TH 176	"	"	1904	29818	
240-'5	VB-3		0-6-0	"	1907	43385-'90	
246-'9	B-6		"	Junia.	1912	2402-'5	
301,'2	VD-2	TH&L 302,'3	4-4-0	Pitts.	1884	694,'5	StLV&TH 181,'2
303	VD-2	" 304	"	"	1884	685	" 183
304	VD-2	" 305	"	"	1886	763	" 184
2nd 301-'4	VD-6a	Van 16-19	"	Schen.	1899	5002-'5	
305	VD-5	" 3	"	Pitts.	1890	1140	
306	VD-5	" 6	"	"	1890	1117	
307	D-10a	L&T 201 PRR 833	"	Altoo.	1892	1745	
308	D-10a	" 202 " 472	"	"	1892	1743	
309	D-10a	" 203 " 459	"	"	1892	1742	
310	D-10a	" 204 " 526	"	"	1892	1744	
311,'2	VD-6	Van 10,11	"	Schen.	1895	4372,'4	
313	VG-5	" 13	4-6-0	Pitts.	1892	1361	
326,'7	VG-1	TH&L 313,'4	"	"	1886	807,'8	
328	VG-1	" 308	"	"	1886	805	
2nd 326-'8	VF-5	Van 155-'7	2-6-0	Schen.	1904	29801-'3	
329	VG-1	TH&L 309	4-6-0	Pitts.	1886	806	
330-'3	VG-2	" 317-'20	"	"	1889	1033-'6	
334-'6	VG-4	" 324-'6	"	"	1892	1358-'60	
337,'8	H-3a	" 332,'3	2-8-0	Junia.	1893	179,'80	ex PRR 1605,'6
339	H-3a	" 334 PRR 1609	"	"	1893	183	
340	H-3a	" 335 PRR 1597	"	Bald.	1893	13168	
341	H-3a	" 336 PRR 1599	"	"	1893	13159	
342	H-3a	TH&L 337 PRR 1619	2-8-0	Junia.	1893	193	
343	H-3b	" 321 " 774	"	"	1894	304	
344	H-3b	" 322 " 164	"	Altoo.	1894	1930	
345	H-3b	" 323 " 787	"	"	1894	1931	
346	H-3b	" 327 " 946	"	"	1894	1932	RE 446

No. 371 with Lehigh Valley pay-car.

PAY-CAR

by "Haywire Mac"

THIS piece is addressed to old-timers of the rail. I mean those of you who date way back to the era when link-and-pin couplers were still functioning, mostly on old outfit cars, work-train flats, and narrow-gage lines, the era when the automatic air brake was an innovation, when the steam engine had just shed her picturesque diamond stack, when block signals were controlled manually by sleepy operators, and when main-line tracks were built of sixty-pound steel, ballasted with mud and gravel.

In those days, you remember, bank checks were used only by higher financial circles. The roads paid us off in gold and silver—stuff that looked like real money and had a comforting weight in your pocket. If you were a brakeman or or a switchman, as I was, you didn't get much of it and what you got didn't last long, but at least you had some respect for your pay because it did not resemble cigar coupons. It came from a pay-car, a railroad vehicle especially built and equipped to pass out wages and used for no other purpose.

In between your pay-days the old money-wagon retired to some remote and unknown region like the Big Rock Candy Mountain, there to remain until the tenth of the month, or whatever pay-day you had, rolled around again. As a matter of fact, the pay-car was forever on the go, showering its nuggets at one town after another, sometimes stopping in the wilderness to pay a section crew or a bridge and building gang on the job, until it reached the end of the division. Then, with little rest except perhaps on Sunday, it would start all over again.

Come back with me to the olden days, to the glamor of vanished youth, and meet the pay-car as we used to do when we were dirty-eared shacks. When we hit RA tower, the operator is holding the board. Four short blasts from

(Continued on next page)

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2nd 346	VF-4	Van	106			2-6-0	Pitts.	1900	2083	
347	H-3b	TH&L	328	PRR	534	2-8-0	Junia.	1894	310	Re 443
2nd 347	H-3b	Van	352			"	Altoo.	1895	1936	Re 447
3rd 347	VF-4	"	108			2-6-0	Pitts.	1896	1644	
348	H-3b	TH&L	329	PRR	775	2-8-0	Altoo.	1895	1935	Re 444
2nd 348	H-3b	Van	353			"	Junia.	1894	311	448
3rd 348	VF-4	"	109			2-6-0	Pitts.	1896	1645	
349	H-3b	TH&L	330	PRR	1587	2-8-0	Bald.	1892	13116	445
2nd 349	H-3b	Van	354			"	Altoo.	1894	1934	449
3rd 349	VF-4	"	110			2-6-0	Pitts.	1896	1646	
350	H-3b	TH&L	331	PRR	236	2-8-0	Altoo.	1894	1929	537
2nd 350	VF-4	Van	111			2-6-0	Pitts.	1896	1647	
351		no data								
2nd 351	VF-4	Van	112			"	"	1896	1648	
352	H-3b	L&T	211	PRR	131	2-8-0	Altoo.	1895	1936	347
2nd 352	VF-4	Van	104			2-6-0	Pitts.	1896	1641	
353	H-3b	L&T	212	PRR	876	2-8-0	Junia.	1894	311	348
2nd 353	VF-4	Van	105			2-6-0	Pitts.	1896	1642	
354	H-3b	L&T	213	PRR	785	2-8-0	Altoo.	1894	1934	349
2nd 354	VF-4	Van	107			2-6-0	Pitts.	1896	1643	
355-358	VF-4	"	113-'6			"	"	1896	1649-'52	
359	H-9sc	"	415			2-8-0	Junia.	1912	2383	
360-361	H-9sc	"	418,'9			"	"	1912	2381-'2	
362-363	H-9sa	"	420,'5			"	Pitts.	1910	47613,'8	
400	VG-5b	"	41			4-6-0	"	1893	1450	
401	D-9a	PaL	8703			4-4-0	Altoo.	1889	1444	
402		no data								
2nd 402	D-9a	Van	403			4-4-0	Denni.	1889		
403	D-9a	PaL	8036			"	"	1889		Re 402
2nd 403	VD-5a	Van	7			"	Pitts.	1890	1118	503
404,'5	VD-5	"	4,5			"	"	1890	1141,'2	504-505
406,'7	VD-6	"	8,9			"	Schen.	1895	4375&3	
408,'9	VG-5	"	14,15			4-6-0	Pitts.	1892	1362-3	
410-'4	H-10s					2-8-0	Lima	1915	5080-4	
415	H-8c					"	Junia.	1912	2383	359
2nd 415	H-10s					"	Lima	1916	5151	
416	H-9sc					"	Junia.	1912	2390	
417,'8	H-9sc					"	"	1912	2380-1	418 re 360
2nd 418	H-10s					"	Lima	1916	5152	
419	H-8c					"	Junia.	1912	2382	Re 361
2nd 419	H-10s					"	Lima	1916	5153	
420	H-8a					"	Pitts.	1910	47613	362
2nd 420	H-10s					"	Lima	1916	5154	
421-'4	H-9sa					"	Pitts.	1910	47614-7	
425	H-8a					"	"	1910	47618	363
2nd 425	H-10s					"	Lima	1916	5155	
426		no data								
427	H-2	PaL	?			"	Colum.	1890		
428-'9		no data								
430	H-3a	PaL	8701,'2			"	Colum.	1892		
431	H-3a	"	8702, I&V 702			"	Ft. W.	1892		
432	H-3a	"	8709,8330			"	Junia.	1893	269	
433	H-3a	"	8710,8351			"	Colum.	1892		
434	H-3a	PaL	8714,7523			2-8-0	Junia.	1892	88	
435	H-3a	"	8715,7524			"	Colum.	1892		

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436	H-3a	"	8716,7525	"	Junia.	1892	125	
437	H-3a	"	8721,7035	"	"	1892	116	
438	H-3a	"	8723,7135	"	Ft. W.	1891		
439	H-3b	"	8717,7541	"	Junia.	1893	260	Re 442
2nd 439	H-3a	Van	442	"	Ft. W.	1892		
440	H-3b	PaL	8719,7543	"	Junia.	1893	262	
441	H-3b	"	8720,7544	"	"	1893	255	
442	H-3a	"	8722,7343	"	Ft. W.	1892		439
2nd 442	H-3b	Van	439	"	Junia.	1893	260	
443	H-3c	PaL	8718,7542	"	"	1893	261	
2nd 443	H-3b	Van	347	"	"	1894	310	
444	H-3b	"	348	"	Altoo.	1895	1935	
445	H-3b	"	349	"	Bald.	1892	13116	
446	H-3c	"	443	"	Junia.	1893	261	450
2nd 446	H-3b	"	346	"	Altoo.	1894	1932	
447	H-3b	"	347	"	"	1895	1936	
448	H-3b	"	348	"	Junia.	1894	311	
449	H-3b	"	349	"	Altoo.	1894	1934	
450	H-3c	"	446	"	Junia.	1893	261	
486	VF-6	"	225	2-6-0	Schen.	1904	29804	
501	VD-2a	StLV&TH	142	4-4-0	Pitts.	1889	1037	
502	VD-2a	"	185	"	"	1888	869	
503	VD-4	TH&P	510	"	Rog.	1887	3716	
2nd 503	VD-5a	Van	403	"	Pitts.	1890	1118	
504	VD-4	TH&P	514	"	Rog.	1887	3729	
2nd 504	VD-5	Van	404	"	Pitts.	1890	1141	
505	VD-4	TH&P	512	"	Rog.	1887	3725	
2nd 505	VD-5	Van	405	"	Pitts.	1890	1142	
506	VD-4	TH&P	513	"	Rog.	1887	3728	
507	D-Odd	"	515	"	Schen.	1891	3527	
508	VG-6	"	258	4-6-0	Pitts.	1895	1588	
509	VG-6	"	259	"	"	1896	1589	
524,'5	H-9sc	"	524,'5	2-8-0	Junia.	1912	2391,'2	
526,'7	VB-2	Van	407,'8	0-6-0	Schen.	1899	5071,'2	
528-'31	VG-4	TH&P	266-'9	4-6-0	Pitts.	1893	1393,'6	
532	VF-7s	Van	532	2-6-0	Schen.	1906	39872	
533	VG-3	"	101	4-6-0	"	1891	3553	Re 101
2nd 533	VF-7s	"	533	2-6-0	"	1906	39873	
534,'5	VG-3	"	102,'3	4-6-0	"	1891	3554,'5	
536	H-3b	PRR	1591	2-8-0	Bald.	1892	13120	
537	H-3b	Van	350	"	Altoo.	1894	1929	
538	H-3a	PRR	1297	"	"	1888	1349	
539	H-3a	"	1310	"	"	1889	1371	
540	H-3a	"	437	"	"	1886	1014	

PAY-CAR *(Continued from page 53)*

our whistle and the paddle drops to *clear*, while the brass-pounder, in eyeshade and black calico sleeve-guards, comes galloping out the door holding aloft a "19" order which you deftly spear from the gangway.

You hand it to the engineer and watch the caboose to make sure the rear guards get their copy. Then, after getting the highball, you turn around and gander over the hogger's shoulder. On the green tissue it says, in looping telegrapher's script: "Extra seven thirty-four (734) east will take siding and meet extra fifty-one (51) west at Mill Creek," to which the operator has thoughtfully appended, "Don't spend it all in one place."

Yes, sir, 51 is the little old brass-bound kettle whose only chore is to haul the pay-car. The pay-car, hot diggity dog! Last pay-day seems lost in the dim mist of antiquity, and the next one seems as far away as Christmas, but Mill Creek is only seven miles off and when you get there you'll be rich.

The fireman, with a sooty grin, goes into a pantomine illustrating how a thirsty railroader unloads a foaming beaker of lager. You loll on the seatbox and regard with pity a farmer driving a mowing-machine 'round and 'round a hay field. What has he got to live for, with nothing but a bunch of livestock and 120 acres of land? Why, you are a railroad man with a pair of corduroy pants and a gold watch and you have a meet with the pay-car at Mill Creek!

You open the gate at the west end of the long passing track. Then you mount the second car behind the engine to watch the drag as it snakes in over the switch. The hind shack flips the gate shut and waves his hand as he sprints for the rear platform. You pass the signal to the engineer. After that, you swing down to the stirrup of the car, for you can see an engine, wearing a vaporous smoke plume, coupled to a lone coach standing near the coal chute. You drop off as the train pulls up and leave the hogger to make his own stop.

Well, there at last is old 51 with the pay-car. The engine is 4-4-0 whose shiny Russia-iron jacket is encircled by wide brass bands, burnished to a dazzling brightness. Her big, oil-burning, box headlight is mounted on ornamental brass brackets and has a landscape painted in gay colors on the side.

Her bell, her bell yoke, her sandbox cover, and the top of her steam dome are all of brass polished so highly that it looks like gold in the bright sunlight. Her side rods gleam like nickel plate, her cylinder-head covers are brass with an ornamental acorn in the center, and her tall driving wheels are painted red. And the cab is dark green, with the engine number boldly leafed in gold on a scarlet panel beneath the cab window.

The fireman is out on the running-board rubbing a few specks off the shining jacket, but the engineer lolls at ease with one hamlike paw draped negligently over the cushioned window-

sill so that the world can see the kid gloves he is wearing. His peaked cap is new. His overalls are clean and freshly starched, with the jumper open in front.

The pay-car is full. A bunch of uncouth laborers from the coal chute are standing in line, cap in hand, waiting their turn with an expression of almost human intelligence. After thirty days of humping over a scoop shovel they are now going to receive money. And most of them will have it just long enough to get to the post office and buy a foreign money order, for about 80 percent of their earnings will be shipped to the old country.

The waiting group are joined by day and night men from the pump-house. Also by twenty-five or thirty stocky, swarthy Italians with mustaches like brigands and gold rings in their ears. These belong to an extra gang reballasting the main line. Several women are hanging about, big-breasted wives and mistresses, ready to pounce on "loot" that otherwise would be spent for postal money orders or booze. These eager females have noses like bloodhounds when it comes to finding the pay-car.

Tonight there will be kegs of beer and roaring choruses of lusty song and heavy brogans stomping to accordian music in the outfit cars on the spur track back of the pump-house. The good old pay-day jamboree with a Calabrian accent!

Take a look now at the pay-car itself in all the glory of its piano-rubbed finish that is the pride of the division paint-shop. The striping and lettering are in gold leaf, the windows are of crystal, and the railing around the rear platform with its curlicues and ornaments looks like solid gold. And, if you want to see a real oldtime railroader, get a load of Mike Flynn, the flagman, as he stands in the rear with the tightly-rolled red banner in his kid-gloved hand.

Mike's name has stood at the head of the brakemen's seniority list ever since he refused promotion fifteen years ago. His cutaway coat and vest are of fine black cloth, trimmed all around the edges with wide black plaid. The pants are of ledger-ruled fabric about a quarter-inch thick, fitting snugly around the waist and thighs, then spreading gracefully to a sixteen-inch "spring" at the bottom. Those britches set Mike back fourteen bucks, undoubtedly after a redhot argument with his wife, and are worn only when he goes to mass or when he flags the pay-car.

But here is the rest of our crew. We file into the old money-wagon, taking precedence over the laborers because we are on a train and supposed to be going somewhere, while those men have got all day anyhow.

The interior is finished in some rich-looking dark red wood like they build bar tops with. A sort of counter runs across about ten feet inside the door. At one side sits the Paymaster's clerk with the mammoth payroll ledger spread open before him. In the center, surrounded by trays of gleaming gold and silver, is the awesome figure of the Grand Lama, Paymaster himself!

His hair and close-cropped mustache are gray; the blue eyes behind his gold-rimmed glasses are keen. You mumble your name to the clerk and sign the big book with the pen he hands you. In a droning voice he calls, "William Spencer, brakeman, fifty-eight dollars, fifty." Long white hands move expertly and slide a little pile of coins across the counter. It sure doesn't make much of a dent in the Paymaster's stock. Golly, he has money enough in there to pay off hundreds, maybe thousands, of brakemen like us.

A shallow trough has been worn into the solid mahogany counter about a half-inch deep from the attrition of the tons and tons of coin that have been shoved into grimy calloused hands over a period of years. As you turn away, your eye is caught by the businesslike blue revolver that lies by the Paymaster's elbow, while a gun stock peeps coyly from under the counter and you become aware of four or five tough-looking individuals with significant bulges under their coat-tails. Gosh, the company sure takes good care of the mutual bankroll, doesn't it?

Outside, in the sunshine with an unaccustomed but very satisfying weight in your right hip pocket, you take another look at the spic and span little train. There is a kitchen in the front end of the car. A plump, jolly-looking Negro in spotless white is stirring something on the stove that smells mighty appetizing. The pay-car travels only in broad daylight, for security reasons, the exact opposite of a circus train, which usually runs only at night. The pay-car crew eat and sleep aboard while on the road, and you wonder if you could get any shut-eye with all that wealth piled around you.

Before your fireman has finished taking coal and water, the paying of all company employees at Mill Creek is finished, and the pay-car is speeding west, just a gleam of varnish and shining metal under a faint plume of smoke. You swagger into the beanery and buy a nickel cigar with a red-and-gold band. When your drag pulls out, you mount a boxcar halfway back along the train and sit on a big old B&O brake-wheel to enjoy your smoke and the scenery.

You begin to understand why fellows like Mike Flynn and the hogger of the pay-train have a fierce pride in their calling. That same pride is stirring even now beneath your own vest buttons. By golly, it takes a *man* to be a railroader! Railroading, you decide, is a damn good job.

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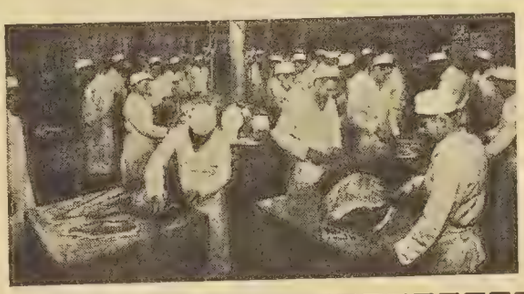

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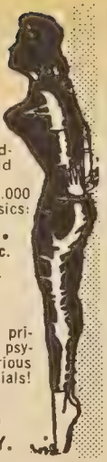

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BOOKS of the RAILS

DOWN BRAKES: A History of Railway Accidents, Safety Precautions, and Operating Practices in the United States by Robert B. Shaw, 487 pages, 5¼x8½", illustrated with many photos, old prints, and diagrams; published by P. R. Macmillan, London, England; U.S. sales handled by Owen Davies, 1214 N. LaSalle St., Chicago 10, Ill., $8.50.

Although this book has an English title and was published in London, its author is American and so is nearly all of its material. Shaw had it published abroad for financial reasons. He is a member of the Railway & Locomotive Historical Society, has traveled by rail in 30 countries, and has written many articles for newspapers and magazines.

Down Brakes is the most comprehensive work we have ever seen on the subject of train (and even streetcar) wrecks and what caused them. In some ways it is an expansion and updating of the book by Charles Francis Adams, *Notes on Railway Accidents,* published in 1879. Shaw's material is well organized. He has 41 chapters covering such items as The Open Switch, Misreading of Train Orders, Disregard of Train Orders, Dispatchers' Errors, Brake Failures and Runaways, and so on. Each chapter is rich in detailed examples, and the pictures are good.

Regrettably, the book is not indexed, but it carries a long, detailed, 130-year list of railway accidents in U. S. and overseas. It is destined, we think, to become a classic, not for its literary style, which is a bit heavy, but for its thoroughness, its informative quality and reference value. Did you know, for example, that Mexico had two train wrecks, each with 500 or more fatalities?

THE FIRST IRON PASSENGER CARS, by Walter A. Lucas, *35th Anniversary Bulletin of the Passaic County Historical Society*, 49 thick coated pages, 8½x11", paperbound, illustrated with photos, map, and old prints. Lambert Castle (Museum), Garrett Mountain Reservation, Paterson, N.J., $1.

Lucas gives us some intriguing details of rare railroad lore. One of the La Mothe patent cars which he discusses took many people to Jersey City on a February day in 1861 to hear President-elect Lincoln make a speech en route to Washington for his first inauguration. Lucas is an outstanding railroad historian and a wizard at research. For many fruitful years he was managing editor of both the *Car Builders'* and *Locomotive Cyclopedias.*

STEAM LOCOMOTIVES AND HISTORY: GEORGIA RR. AND WEST POINT ROUTE, by Richard E. Prince, 114 pages, 8¼x11", illustrated, published by the author, P.O. Box 724, Green River, Wyoming, $9.50.

An authority on steam power in the South, Dick Prince actually worked on steamers as an apprentice, a machinist, and a foreman in backshops and roundhouses. He did so well with his first book, *Louisville & Nashville Steam Locomotives,* which has 128 pages, an alltime steam roster, and 240 photos, many taken by a great L&N camera man, the late Ernest Horn, that we predict a big sale for his new book also. The text matter is informative and adequate. The numerous photos of engines and trains are sharply defined and a delight to the eye. The rosters, timetables, and many locomotive diagrams and other illustrations effectively support the factual history.

THE RAILWAY REVOLUTION: George and Robert Stephenson, by L. T. C. Rolt, 356 pages, 6x9", illustrated with line drawings, bibliography, index, St. Martin's Press, Inc., 175 Fifth Ave., New York 10, N.Y., $6.50.

No one should claim a knowledge of railroad history unless he is familiar, at least to some extent, with the personalities and events covered in this important book. The Stephensons, father and son, proved to a skeptical world that steam locomotion was practical. By doing so they shaped the destiny of rail transportation for 125 years. Rolt combines technical accuracy with a lively narrative style—a rare combination.

BRITISH STEAM RAILWAYS, by O. S. Nock, 326 pages, 6x9¼", illustrated with 94 b&w photos, 8 full-page color-shots, and 39 drawings; indexed; Taplinger Publishing Co., 119 W. 57th St., New York City, $10.

This is Nock's 25th railbook, an impressive fact which should convince anyone, even before reading it, that he really knows his subject. Publishers do not put out so many factual books by one author over the years unless the author produces excellent reading matter. *British Steam Railways* is a paean of achievement—historical and mechanical facts plus anecdotes. We recommend it.

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HISTORICAL SKETCHES OF EARLY RAILROADING DAYS, by William Schultz, 52 pages, thick glossy paper, 8½x11", loose-leaf binding, illustrated, Sammons Printing Co., Jonesboro, Ark.

A scrapbook-type volume, a miscellaneous treasury of rail lore, loaded with interesting old pix, notably train wrecks, and reminiscences, mostly of the Cotton Belt, for which the author worked 40 years. The material is not organized but some of it is delightful. Schultz lives in Jonesboro at 627 W. Jefferson Ave., sells the book at $1.

WHISTLE ON THE WIND, by Nan Shipley, 221 pages, Frederick Fell, Inc., 386 Park Ave., S., New York City, $3.95.

The only Canadian railway novel we know of, *Whistle on the Wind,* is the story of a shy young bride who lived in a boxcar with her husband in the northern wilderness while he was helping to build the Hudson Bay Railway. We like its authentic steam railroading. Good rail-fiction today is hard to come by.

A HISTORY OF THE CIRCUS IN AMERICA, by George L. Chindahl, 278 pages, 5½x8¼", illustrated with b&w photos and color frontispiece, The Caxton Printers, Ltd., Caldwell, Idaho, $5.

Chindahl gives more space to the railroad circus, its rise, its Golden Age, and its decline, than any other book. He traces it back to the "Railroad Circus & Crystal Ampitheatre" at Detroit in 1853 and to "Den Stone's Great Original Railroad Circus" which played the same city in 1854. Both preceded the more widely-publicized rail venture of Spalding & Rogers in 1856. But what really started circus rail travel in a big way was the Barnum-Coup "Great Traveling Exposition and World's Fair" of 1872. The book is filled with captivating details, including an alltime list of U. S. circuses, with dates.

THE ROAD TO PARADISE: The Story of the Strasburg Railroad, by William Moedinger, Vice Pres.—Operations, 28 Pages, 6x9", illustrated with 50 color-photos by James E. Hess and a map, sold by the author, 517 E. King Street, Lancaster, Pa., $1.50.

A beautiful job: thick glossy paper with superb color-shots of the road, founded 1832, that today is operating the last regularly-scheduled steam passenger run in U.S.A. The story also is good. But we wish Moedinger hadn't duplicated on his front and back covers two of the pix used inside. Of course, you want to visit the Strasburg this summer, but if you can't get there you can at least enjoy the book.

STRANGE PEOPLE, by Frank Edwards, 287 pages, 5¼x8", published by Lyle Stewart, 225 Lafayette St., New York City, $4.95.

Edwards' off-beat book has very little to do with railroads, but his 80-plus outlandish characters were real human beings, some circus freaks; and because of the close link between the Iron Horse and the Big Top for over a century, this department reviews circus books. If you want to read about the Monkey Girl, the 11½-foot giant, the 1½-foot-tall adult midget, the fat man who weighed 1132 pounds, two-headed children, and the like, you'll find them all here. •

Record Reviews

by Howard Shottenfeld

THREE new 10" LP's have been issued by Bill Steventon's Railroad Record Club, Hawkins, Wis., at $4.50 apiece. On *Whistle Round the Bend,* an unusual disc, Elwin D. Purington reads a fine *Christian Science Monitor* essay on steam by William Stringer; but the real reasons for buying this record are background sounds on one side and unidentified steam action on the reverse. Recommended especially for whistle fans. Also good is *New York Central—Chicago & Illinois Midland,* which devotes a side to each road. Highlights are a magnificent tape of a Central Hudson leaving Mt. Carmel, Ill., and a cab ride aboard a NYC Mike piloted by Bill's father. *Duluth & Northeastern* contains some rather ordinary 1961 sounds of switching on the steam shortline. All three discs feature RRC's typical good recording.

One of the best rail records we've ever heard is *Steam on the Five-Foot-Three,* a 12-incher, $5.95, from Australian Railway Historical Society, 8 Marion Court, Blackburn, Victoria, Australia. The chime whistles and barking stacks of broad-gage Victorian Railways power give an impression of North American railroading 20 or more years ago. Mikes, Hudsons, 2-8-0's, and 4-6-0's predominate, but the 16 bands also include a Beyer-Garratt and an 0-6-0T shop goat. Top-notch recording and exciting action make this record highly recommended. (International postal money orders may be obtained at any post office.)

***East Broad Top,* a 7-inch 33⅓ rpm record available for $1.25 from Ralbar Productions, Sales-Service EBT, P.O. Box 212, Pottstown, Pa., presents sounds of 3 Mikes of the reactivated steamline. Recording quality is fairly good and whistles are pretty. The disc lives up to its billing as a nice souvenir for EBT visitors. They should enjoy it.** •

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Weyerhaeuser Company's last steamer, No. 6, a compound articulated 2-6-6-2 (Baldwin, 1928), spent her final active days on the company's Klamath Falls line in standby duties such as tracklaying. Now retired, she is kept on permanent display.
Weyerhaeuser Co., Dept. of Public Affairs, Tacoma 1, Wash.

RAILROAD HOBBY CLUB

by Sy Reich

WEYERHAEUSER CO., which has operated more than 20 separate log-hauling railroads in the Pacific Northwest since 1903, has just retired its last active steam engine, No. 6, a Mallet (Baldwin, 1928). This locomotive had been running on the nation's largest non-common-carrier railroad system. She is now being prepared for permanent exhibit at the company's Klamath Falls, Ore., mill headquarters. The pioneer timber-products firm is still the largest operator of logging railroads, though its trackage has dwindled in recent years because trucks took over in some areas. Diesels are hauling "Paul Bunyan's toothpicks" on the rail lines at Longview, Chehalis, and Enumclaw, Wash., and Springfield and Klamath Falls, Ore., all Weyerhaeuser roads.

Sy Reich

Weyerhaeuser's last steam run was made with No. 6 on April 7, 1960, though not even company officials realized it at the time. Since then, the great Mallet had been kept on standby duty for the diesels operating out of Camp 5 in the piney woods 100 miles east of Klamath Falls. No emergency call came. So old No. 6 was hauled down to the mill the other day over tracks of the Oregon, California & Eastern Railroad. Today, her huge firebox is cold and her whisle forever stilled, but she will be kept as a reminder of past glory.

Nearly all our authors have been railroad men, but not Bill Warden, who wrote our BC&G feature. He is an aircraft electrical engineer. Born March 11, 1927, he began to love locomotives as a small boy when his father took him to watch the Pacifics and Ten-wheelers that rolled Erie commuter trains through his home town in New Jersey. At age 26 he married Claire B. Amy, and four years later took Claire and their two little daughters on a vacation to the coal country, when he first saw the Buffalo Creek & Gauley. There have been many visits since.

Bill Warden

His greatest railroad thrill was riding the cab of a Norfolk & Western 2-6-6-4 in Virginia on a wet spring morning. "She was due for scrapping a couple weeks later," says Bill, "but she made a great run. We hit better than 50 mph, with 139 freight cars."

The family lives at 1216 Shamrock Lane, Waynesboro, Va. Claire shot the portrait you see here. Photographer for Bill's article was N. Kent Loudon, Holland Rd., Peapack, N.J. Any BC&G question will be answered by John P. Killoran, the road's director of public relations, 315 Bell Dr., Lewisburg, W. Va., if you enclose a self-addressed stamped envelope with your letter.

The Steam Parade

New York Central's 999 left the DeWitt Yards at Syracuse last March 24 for Chicago's National Museum of Science and Industry. A diesel towed her backward at 20 mph! We recall, from reading history, that this famous 4-4-0 was not towed by anything at all May 10, 1893, the day she hit a new world speed record of 112.5 mph.

Herb Storm reports that NYC 2933, a Mohawk type, accompanied the 999 to her "last roundhouse." Both engines have been given to the museum.

The *General*, pulling a display coach, is touring the country for the 100th anniversary of the Andrews Railroad Raid. You can see her in action June 10-17 at the National Museum of Transport, St. Louis. This 4-4-0 was built in 1855 for the old Western & Atlantic, which connected Georgia with Chattanooga, 136 miles away. The W&A is now part of the Louisville & Nashville, whose South Louisville shops renovated the *General* for the centennial. This is the first time she has run under her own steam since 1914. (See page 61.)

Illinois Railway Museum (38 S. Dearborn St., Chicago) has an 80-ton steamer, No. 7 (Baldwin, 1926), retired in 1958 after working 32 years for Waukegan Generating Station. The same institution, formerly called Illinois Electric Ry. Museum, also boasts a growing collection of interurban and street cars.

Ex-Sumter & Choctaw 2-6-2 No. 103 (Baldwin, 1925) was delivered recently at Middletown, N.Y., for the Empire State Railway Museum, Inc., (P.O. Box 459, Wall St. Station, New York 5, N.Y.), having ridden a flatcar from Bellamy, Ala., via the Southern, B&O, and E-L. Prior to the trip her smokestack was removed for clearance but was quickly restored. Jack Manning had built a new enginehouse, which the 103 entered as soon as new trackwork was ready. The engine's boiler tubes must be replaced and her boiler jacket taken off for inspection to meet ICC rules. Railfans everywhere are invited to participate in this venture by sending memberships or cash donations. LIRR gave a caboose. Other rolling stock is needed.

Vancouver Wharf Ry. is now using a three-truck Shay (Lima, 1929), having bought No. 15 from Canadian Forest Products. The Wharf already had two diesels, which wasn't enough power.

Merlin Yeager reports ex-CNR Mike No. 3254 (Canadian Loco. Co., 1917) on display at Ashland (Pa.) Motel as a tourist attraction, together with ex-New Haven business car No. 3 (Pullman, 1930). Willis Barron, who owns the motel, plans to buy a dining car.

Last Dec. 21 three steam locos were running on three Texas shortlines within 50 miles of each other, according to R. W. Keeling in the *Houston Post*. At Camden, the Carter Lumber Co. fired up No. 14 to use on its Camden-Moscow run, its diesel being shopped for annual inspection. At Diboll, the Southern Pine Lumber Co. was using No. 13. At Keltys, the Angelina & Neches River was switching with No. 206 while its diesel went up for monthly inspection. Don Robbins sent us this item.

A 2-4-0 steamer, said to have been bought from the Louisiana Eastern, will power the Cedar Point Amusement Park 3-foot-gage line at Sandusky, O., reports Chester Burkey. Three ex-D&RGW flatcars are being converted to coaches. The same park also operates a monorail.

Money to buy GN's No. 2580 (4-8-4) to use on fantrips is sought by Rails Trails, according to its president, Craig Burroughs, 4219 Burdette St., Omaha 11, Neb., who will send details on request. The 2580 and 17 other steamers are stored at St. Cloud, Minn.

Osborne Bay Wharf Co. at Crofton, B.C., Canada, is still using No. 1, a Shay, reports Peter Hawksford.

Woodsville Steam RR. was organized by veteran railroad men Francis Lamotte, Don McDonald, and Randy Perkins, to operate scenic rides, beginning this summer, on 3 miles of track near Blackmount, N.H., in the White Mts. They have old Brown Co. engine No. 7, a saddle-tank 2-4-2 built at Wilkes-Barre, Pa., in 1911, and a refurbished D&H coach.

According to John Nelson, the Chesapeake & Ohio still has these steam locos in serviceable condition: 611, Class J-3 (4-8-4); 1604, H-8 (2-6-6-6); 1308, H-6 (2-6-6-2); 996, G-73 (2-8-0); 1309, 1177, 1189 K-2 (2-8-2); 377, the only engine of Class F-11 (4-6-0); 450, L-1 (4-6-4); 2765-2770, 2756, 2760, K-4 (2-8-4). John sells copies of profile diagrams of each type at 15¢ each.

Feather River Ry. Shay No. 1 is now in a park at Oroville, Calif. No. 3 has been a spare since diesel 102 arrived last fall from Georgia-Pacific Corp.'s line in Oregon.

A list of steam locomotives along the Pacific Coast as of last September comes from Adolf Gutohrlein:

Oxnard, Calif.—Ventura County Ry. No. 2 (2-6-2) stored.

Santa Maria, Calif.—Santa Maria Valley No. 21 (2-8-2) used Tuesdays. No. 100 (2-8-2) stored.

Oakland, Calif.—Howard Terminal No. 30 (2-6-2T) stored.

Jamestown, Calif.—Sierra R.R. No. 3 (4-6-0), No. 28 (2-8-0), Nos. 34 and 36 (2-8-2's) all stored for movie and fantrip use.

Standard, Calif.—Pickering Lumber Co. Nos. 11, 8, 12, and 33 (3T Shays) used occasionally.

Tuolumne, Calif.—West Side Lumber Co. 3T Shays Nos. 7-10, 12, 14, 15 stored. 2T Heisler No. 3 used daily.

McCloud, Calif.—McCloud River RR. 2-8-2 stored.

Yreka, Calif.—Yreka Western 2-8-2's 18 and 19 stored.

Medford, Ore.—Medford Corp. No. 3 (2-8-2) and a 3T Shay stored.

Portland, Ore.—Peninsula Terminal Co. 2-6-2T's used daily.

Klickitat, Wash.—Klickitat Log & Lumber Co. 3T Shay No. 7 used daily, No. 5 standby.

Penna. Power & Light Co. is still using a yellow tank-type steam switchers (one 0-4-0, two 0-6-0's) at Shamokin Dam near Sunbury, Pa., reports Spurgeon T. Shue, Jr.

"As a retirement hobby," writes Sam T. Sunter, 111 Haverhill Rd., Haysboro, Calgary, Alta., Canada, "I operate a train with a 4-6-0 coalburner on 1600 feet of 10¼"-gage track and a station, tunnel, bridges, etc., in a city park here. I have 4 steam locomotives and others being built. By the time you read this I expect to be operating a similar railroad in Victoria, B.C., hoping to attract visitors from the Seattle World's Fair."

The City of Winnepeg has bought Canadian National No. 6043 (4-8-2), Class U-1-d, to preserve in a city park, according to Gary Rostad, 16 Portland Ave., Winnipeg, Canada. He says the city will abandon its 55-year-old Hydro Railway, with 23 miles of track between Pointe Du Bois and Lac du Bonnet, to save taxpayers $66,000 a year. Trucks will replace Hydro's steam locomotives.

Gary also tells us that the widow of "Singing Brakeman" Jimmie Rodgers died recently at Meridian, Miss. After Jimmie had passed away in New York in 1933, his body was returned home to Meridian by rail. As the train approached that town, the hogger tied down his whistle cord and blasted a dirge for him. Gary wants to know the hogger's name and engine number.

The Gold Coast, America's southernmost operating railroad, observed its fifth birthday the other day by giving visitors free rides. Members of Miami's Vintage Car Club showed up for the occasion in such outlandish vehicles as a 1903 Orient Buckboard and a Stanley Steamer. The GC operates 3½ miles of standard-gage track. You can find it on University of Miami's Richmond Field campus by heading south on U.S. highway 1 from Miami to Rockdale, then west for 4 miles via Coral Reef Drive (SW 152d St.).

Another place to visit is the steam-powered Pine Creek Railroad on U.S. Route 9, four miles north of Freehold, N.J., which is operating a Shay, ex-Ely-Thomas Lumber Co. No. 6, with an open passenger car and a 4-wheel caboose. "We hope to have our Central

American 2-6-0 Porter running later this season," writes Ted Glenlimann, Jr., 5 Water Street, South River, N.J.

Steam Picture Cards

A series of 40 different cards, slightly larger than postalcards, has just been issued by American Heritage for Milton Bradley Co. and is being sold at $1 a set, boxed, in first-class toy stores all over the country. Of these cards, 24 are full color, and 16 black and white on a tinted background. Most of them show famous steam locomotives from the B&O's "Tom Thumb" to an action shot of a Union Pacific "Big Boy." The others depict such scenes as The Fast Mail, an express stickup, a Western Maryland wreck, a 100-car circus train, and a modern New Haven cab interior. Every picture is sharply detailed. On the back of each is a long description.

The cards were chosen and the text matter was written by Freeman Hubbard, editor of Railroad Magazine, in collaboration with the American Heritage staff, and double-checked for accuracy by rail historian Walter A. Lucas. Among the photographers who supplied pictures are Lucius Beebe, Charles Clegg, Jack Emerick, Oliver Jensen, O. Winston Link, David Plowden, and Don Wood. Listed as "American Heritage Picture and History Cards: Trains, 1829-1960," the set was designed for railfans of all ages. It is practically a capsule history of the Steam Age.

Three other transportation sets, same size, same price, were put out by American Heritage covering Steamboats, Automobiles, and Airplanes. Fans not located near a large toy store may write to Milton Bradley, Springfield, Mass., for information on where the cards could be obtained. They are not sold by Railroad Magazine nor any member of its staff.

Fan Club Doings

Congratulations to Miss Jerrilynn Cotten, 19, who was elected Miss Passenger Train, 1962, in a close contest held by Trinity Valley Railfans, Inc., 3828 Timberline Dr. S., Fort Worth, Texas, in cooperation with Railroad Magazine. This delightful blue-eyed blonde lives at 2826 S. Pecan St., Fort Worth. Her father is a Gulf, Colorado & Santa Fe carman. Miss Brenda Haynes (Miss Passenger Train, 1961) crowned her smiling successor in a business car parked on a siding at the Texas & Pacific passenger station in Fort Worth.

Bay Area Electric RR. Asso., 2468 15th Ave., San Francisco, Calif., is offering Motorman's Training Manuals (issued in 1943 by S.F. St. Ry.) at $1.25 each plus 4¢ stamp. Proceeds go to the club's rail museum.

West Coast Railfan Asso., Box 2790, Vancouver, B.C., Canada, is selling some interesting railroadiana: wooden number panels from BCER trolleys, timetables, rosters, etc. List is available.

Railroad Enthusiasts, N.Y. Div., recently held their third annual dinner, as on previous occasions, in a Pennsy diner parked on a track in New York's Penn Station. This equipment supplies rail atmosphere and at the same time yields a little revenue to railroad company instead of a restaurant.

"How many men own cabooses?" asks John C. Jay, P.O. Box 186, Greensboro, Ala. "I want to hear from all such fellows with the idea of organizing a Caboose Club. People from far and wide visit my caboose museum of railroadiana and ride my 85-foot railroad."

A new 48th chapter of National Ry. Historical Society, Inc., has just been formed at Binghamton, with 26 members already enrolled. For details query Albert J. Derr, P.O. Box 542, Binghamton, N. Y.

"Traction Fan's Directory, 1962," published by Vane A. Jones, 3749 N. Keystone Ave., Indianapolis 18, Ind., will be reviewed by Steve Maguire in our next issue. Vane also issues a "Railfans' Directory" and is collecting material for 1963 edition. He will list, without charge, all fans who fill out his questionnaire. A questionnaire will be sent free to anyone enclosing a self-addressed stamped envelope. Closing date for 1963 edition: July 1, 1962.

Setouts and Pickups

A beautiful, color-illustrated, 24-page booklet, "From the Train Window—Tokyo to Kobe," is available free at any office of Japan Tourist Asso.: 45 Rockefeller Plaza, New York City; 333 N. Michigan Ave., Chicago, Ill.; 651 Market St., San Francisco, Calif., or 48 Front St. W., Toronto, Canada. If you write for it, enclose a self-addressed stamped envelope.

"Where can I buy a 2-foot-gage loco or cars, or at least plans for them?" asks Russell Marr, 15795 W. 9th Ave., Golden, Colo.

Notepaper, 6x9", simulating letterheads of the old Colorado Midland, RGS, two different Silverton lines, and Florence & Cripple Creek, each carrying a herald, are available in packages of 75 (one design in each package) for 75¢ from Cornelius W. Hauck, Rollman Adv. Agency, 1206 Tri-State Bldg., Cincinnati 2, Ohio.

"Most fans who write me for long lists of slides," writes Paul Garde, Thirty-five Slides, Box 2222, Green Mountain Falls, Colo., "do not let me know if they prefer, steam, diesel, or electric nor do they ask for specific roads. Since I can't afford to send out the nearly 200 8½x14" sheets which comprise my current library, in answer to each inquiry, many fans get lists with little or no appeal for them. So please be specific. Lists, 35¢ each."

Color prints depicting old South Park narrow-gage may be had from Colorado RR. Museum, Box 641, Golden, Colo., at $7 a set (4 for $3.50). These are reproductions of 4 paintings by Phil Ronfor, 4 by Richard Ward, each 9x12", centered on 12½x19" heavy glossy sheet for framing. Descriptive folder is available.

Diesel-Electric News

A pair of 138,000-pound diesels bought from the Southern Pacific are pulling the 50 or 60- car trains on the new 21-mile logging railroad completed a few weeks ago by Weyerhaeuser Co. in Oregon from Springfield mill to Calapooya tree farm.

The Wabash, which seems tight on motive power, has ordered 15 U25B locomotives from General Electric. These will augment a fleet of F7's and GP's in mainline freight service. A few corrections to our Wabash Roster (April '62) come from Dave Ingles. Wabash 200 became Lake Erie & Ft. Wayne No. 1. The F7A 1172A was scrapped before the renumbering, which leaves 692 a blank number. The E7A 1017, ex-1002A, was originally unit 1000 but was renumbered when E8A 1000 was bought for the "Blue Bird." Wrecked unit 1013 will be scrapped, indicating a change of heart from the official decision to repair it, a decision made at the time our roster was compiled.

"Recently 4 Pennsy diesels, badly burned, were seen on a train on the Trenton cutoff," writes H. R. Johannessen, code 5412, Naval Research Lab., Washington 25, D.C. "A trainman said they were to be scrapped, having burned in New Jersey."

C&O is repainting front of mainline engines a black and white zebra pattern and adding a broken white line on each side to improve visibility.

As our Reading roster indicated (Dec. '61), the Reading took delivery of some locomotive rebuilt by EMD from their Baldwin VO 660's. The SW900's are numbered 1500, Class SWE; 1501-1506, Class SWE-4, and 1507-1510. Class SWE-14. Nos. 1501-1510 were formerly units 61, 65, 68, 64, 62, 63, 66, 67, 69, and 70 respectively. Twenty new GP30's, due for delivery this year, will be renumbered 5501-5520, Class. RSE-14. These are being painted a new color scheme, bright gold and green, with the Rdg. diamond. The first one, delivered April 12, was placed on display.

"B&O diesel locomotive No. 1 (alias 8000, 195), the Alco, Ingersoll-Rand, GE product of 1925, was the second U.S. commercially-produced diesel-electric," writes John P. Roberts, president, National Museum of Transport, St. Louis, Mo. "It was sold to Max Solomon for use on the Strasburg Railroad and later was bought from him by the Alco and I-R Foundation for our museum. Now it is being restored with missing parts supplied from ex-Hoboken RR. No. 50."

Coming Railfan Trips

This summer, Ohio Railway Museum is operating both steam and electric equipment, available to the public on Saturdays, Sundays, and holidays. You can get their schedule of activities by sending a self-addressed stamped envelope to them at P.O. Box 206, Worthington, Ohio.

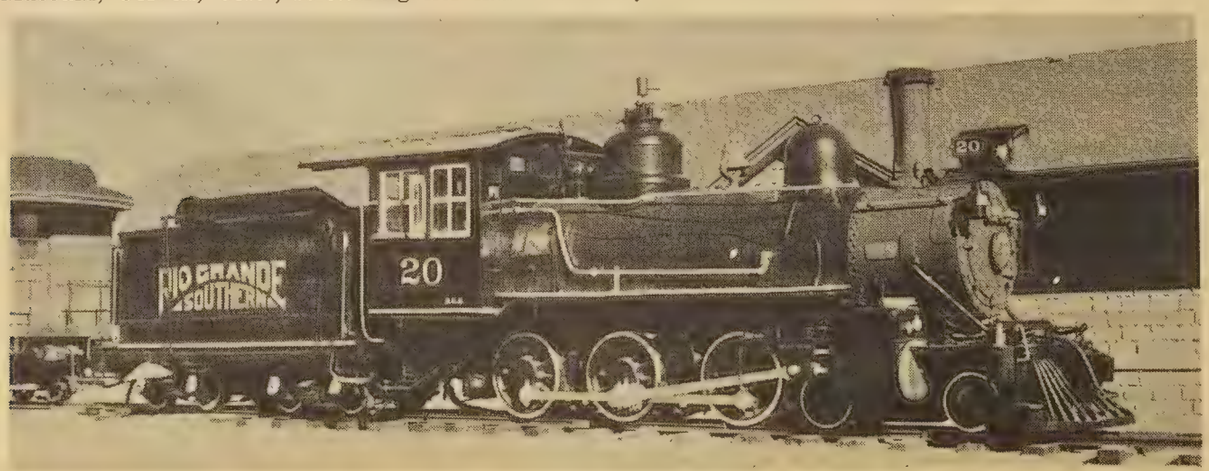
June 9 and June 23: Reading Co. has replaced No. 2124 with another T-1. the 2101, for some of its Iron Horse Rambles. Season opened April 29th. Two June trips are scheduled, both on Saturdays and both with the 2100: on the 9th, from Jenkintown and Wayne Jct. to Hershey, Pa., and on the 23rd from Wayne Jct. and Jenkintown to Port Reading, N. J. Each trip will carry open-window coaches, a combine, and a snack bar and will make photo stops. Further details and future schedules available from Passenger Representative, Reading Co., Reading Terminal, Philadelphia 7, Pa.

June 9-10: R&LHS, Pac. Coast Chapter, excursion out of San Francisco, bus to Fort Bragg, Calif.-Western "Skunk" to Willits, NWP to Scotia. Contact Arthur Lloyd, tour director, 974 Pleasant Hill Rd., Redwood City, Calif.

June 10: Steam-powered excursion with Canadian National 4-8-4 No. 6167 leaves Toronto 9:15 a.m. DST for South Perry, Ont., 150 miles north in Muskota Lakes district, sponsored by Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ont., Canada, which gives details on request.

C. M. Hauck, 5945 Miami Ave., Cincinnati 43, Ohio

Rocky Mountain Railroad club has repainted old No. 20 at the Colorado Railroad Museum, Golden, Colo., relettering her name correctly as *Rio Grande Southern*.



June 23-24: Tour of world's biggest freight classification hump yard (CNR) and exhibition of old steam locos from a woodburner to a Hudson type on Saturday. Next day, ride a doubleheaded steam special, incl. diner and open obs. car, to Garneau, Que. Cost of both days, $8. Contact J. Norman Lowe, CNR Public Relations Dept., Montreal.

June 23-29: Bay Area Elec. RR. Assn. sponsors tour to Seattle World's Fair, incl. rail side trips en route. Contact Addison Laflin, 2119 Marin Ave., Berkeley 7, Calif.

June 23: Ohio Valley Rail Ramble on L&N frt.—only line from Louisville for 125th anniv. fete at Cannelton, Ind. Old steam loco on display. Ferry ride over Ohio River. Round trip $5. Contact Chas. Castner, Jr., corr. sec., Kentucky Ry. Museum, Box 295, Louisville 1, Ky.

June 30-July 4: Illini Railroad Club sponsors private-car party from Chicago to Vera Cruz, Mexico, on open-section obs. car and all-room car. Fare: upper berth $250, lower $275. Contact the Club, Box 62, Champaign, Ill.

July 4: R&LHS, Pac. Coast Chapter, excursion via SP from San Francisco to Santa Cruz. Contact Arthur Lloyd.

July 29: Central Coast Ry. Club sponsors annual picnic via SP to big Trees.

Aug. 4-18: Illini Railroad Club sponsors private-car party Chicago to Seattle to view Century 21 Exposition. Fare: upper berth $275, lower $295. Side trip available from Seattle to Vancouver to ride PGE. Contact the Club.

Aug. 4-19: All-Pullman trip out of Washington, D. C., New York and Montreal to Branford, Conn., Trolley Museum and Canadian maritime provinces, incl. rail and steamship rides, steam power, Newfoundland narrow-gage, etc. Package prices from $410 to $480. Contact Carrel Tod, tour director, World-Wide Travel Service, Mercury Bldg., 20th and K Sts., N.W., Washington 6, D. C.

Aug. 10 and Aug. 17: Exploring the Far North on a special Canadian National train this year is a good vacation tip. Two personally conducted six-day tours to the sub-Arctic port of Churchill on Hudson Bay will be operated out of Winnipeg. Various events have been scheduled to welcome visitors to the land of miners, trappers, prospectors, Indians, Eskimos, and protecting "Mounties." For details contact any CNR passenger agent or Joe Fountain, Public Relations Officer, Canadian National Railways, 630 Fifth Ave., New York 20, N. Y.

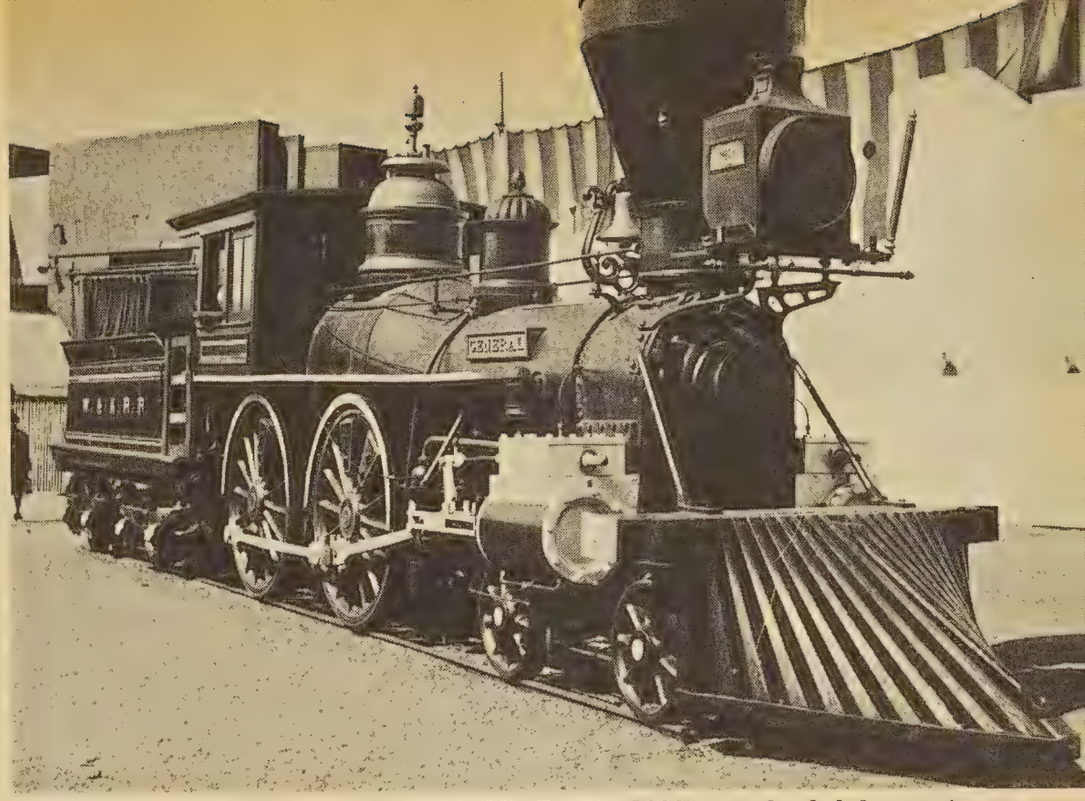
Aug. 15-Sept. 3: R&LHS, Pac. Coast Chapter, sponsors Canadian-New England tour from San Francisco. Contact Arthur Lloyd, tour director.

Aug. 31-Sept. 3: Central Coast Ry. Club, P.O. Box 783, San Jose 6, Calif., sponsors trip on SP&S branch to Astoria.

Oct. 7: Steam excursion sponsored by Tennessee Valley Railroad Museum, P.O. Box 44, Chattanooga 1, Tenn., and local chapter of National Railway Historical Society over the Kentucky & Tennessee Ry. of the Stearns Coal & Lumber Co. This line traverses rugged mountain country. Seldom is the area visited by the outside world, since the K&T has no passenger service and there are very few highways. Fare to Oz, Ky., from Chattanooga $9.50, kids $4.75. Every cent of profit from the trip goes to the Museum, the president of which, P. H. Merriam, will send full details in return for a self-addressed stamped envelope. He writes: "We have the old Gainesville & Midland No. 203 and intend to see her in steam in the near future." ●

Lt. Col. James G. Bogle

***General II* gives tourists 30-minute ride completely around world-famous Stone Mt. in new Georgia state park.**



The *General* (shown at New York World's Fair in 1939), overhauled for service, recently repeated the run which Union raiders made in Georgia 100 years ago.
Lt. Col. James G. Bogle, 1749 Dyson Drive, N.E., Atlanta 7, Ga.

The Switch List

ITEMS in this section are published free of charge, in good faith, but without guarantee. Keep yours within 28 words, including name and address. Use our common abbreviations such as *tts.* (timetables), *emp. tts.* (employees timetables), *b&w* (black and white), and SAS (send 4¢ stamped envelope for list or details).

Every entry will appear in the next available issue; but we work far ahead, so don't be disappointed if yours is not printed at once. Be sure to mention (1) sizes of pix, (2) whether steam, diesel, or what, (3) whether or not a list is available, and (4) condition of the magazines you offer.

Write each item plainly (or pen-print or typewrite it) on a postcard or separate sheet of paper—not buried in a letter dealing with other matters. We discard items that are hard to read.

If you want pen pals, state your special interests so that they will know what to write about. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N.Y.

JOHN AARDEMA, 223 Slater St., Paterson, N.J., wants pc or 5x7 steam loco pix Chi. & Cal. Riv., Pullman RR., Vgn. class SB 250-265, Interstate 13-14 (2-8-0's only); map Chi. switching dist.

V. B. ADAM, 635 S. McKinley Ave., Kankakee, Ill., sells old Morse tel. instruments, rulebks., annual passes, back issues Railroad Magazine, Trains. (SAS)

JIM ADY, 130 S. 5th East, Salt Lake City, Utah, will buy orig. Las V. & Tonopah emp. tt., pre '10 Ton & Tidewater emp. tts.

RAY ALLEN, 305 W. 4th St., Pittsburg, Kan., buys switch keys.

DICK ANDERSON, 334 S. Prindle Ave., Arlington Hts., Ill., sells 116 and p.c. size negs. steam, diesel, elec. No list.

KEITH ANDERSON, 116 N. Skeena St., Vancouver, B.C., Canada, trades size 116 negs., 35mm slides steam, elec. esp. Canadian, Western U.S., Mexican. Sells size 616 pix. List free.

C. T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla., sells 4x5, p.c. pix LV, RDG, DL&W, L&NE, D&H, Pa. shortlines. (SAS)

ED ANKENBRANDT (retired C&O engr.), 266 Erskine St., Detroit, Mich., wants to hear from friends.

GARY BALLIETT, 2529 E. Cresthill Ave., Littleton, Colo., sells 35mm action steam pix UP, Colo. rrs. (SAS)

B. H. BARBOUR, 4 Cherry St., Hailfax, N.S., Canada, trades N.S. tr. orders for those of any U.S. or Canadian road.

JOHN BARTH, Jr., 54 Poplar St., Closter, N.J., sells 5x7 diesel and elec. pix NYC, LIRR, EL, etc. List 5c.

JOHN BATTY, 231 Carnation Ave., Corona Del Mar, Calif., buys, sells, trades pre '02 rr. passes.

TOM BAVOLAR, 28 W. 32nd St., Bayonne, N.J., sells b&w, color pix, color slides, orig. negs. List, b&w sample 15¢. List, color sample 40¢.

J. BEARDSLEY, 451 W. Mifflin St., Madison, Wis., will sell or trade Loco Catechism, circus negs., rr. watch. Make offer.

HARRY BENNETT, 1804 N. Mount St., Baltimore, Md., wants pix of experimental trs., Unicel boxcar, unit load boxcar, PE boxcars, NH FCD's 11-19, H&M 1200's, CTA L202, BTC 3510, NYCTA hoppers.

LLOYD BERGER, JR., 2375 Como Ave., St. Paul, Minn., wants anything on Soo Line: any size pix, info., bks., tts., ads., etc.

ERIC BRACHEA, 1012 Kifer St., Santa Clara, Calif., wants old issue of Western Railroader, 1 thru 50, (Ed. note: We can understand why you want them. M.R. is a fine dependable, illustrated, little magazine, published by Francis Guido, P.O. Box 668, San Mateo, Calif., 10 issues for $1.)

J. A. BIDWELL, 90 River Dr., Titusville, N.J., sells railroadiana. (SAS)

HENRY BOLIN, 162 Goldenrod Ave., Franklin Square, N.Y., wants pix and plans of IHB 0-8-0, class U-4A, Alco '27.

WILEY BRYAN, Box 9411, Raleigh, N.C., buys SAL tts., emp. tts. '25-'50.

J. B. BUCKRALL, Vicarage Lane, Bedrall, near Stabbard, Stabbs, England, trades 9x6 pix British locos for American steam, diesels.

WINFIELD BURKE, R5, Box 61, Chillicothe, O., buys sizes 620, 116 steam negs. of Midwest rrs.

ED BUTTLING, Jr., 72 Lebkamp Ave., Huntington, L.I., N.Y., sells tts., emp. tts., sizes 5x7, 8x10 steam action pix; rr. and mdl. bks.; annual reports. (SAS)

LEO CALOIA, 14813 Mansa Dr., La Mirada,

Baldwin 2-8-2 No. 15 opens the current season for the East Broad Top, a narrow-gage common carrier at Orbisonia, Pa. (Rockhill Furnace), that motorists can reach via the Pennsylvania Turnpike from Littleton exit on Route 522.
Larson M. Powell, II Riverside Drive, New York City

Calif., sells 35mm, b&w orig. negs. LAMTA, Angels Flight Ry.

FRED CARNES, 5891 S.W. 5th St., Miami, Fla., buys size 120, 116 negs. L&HR, FJ&G, NH, NY shortlines or trades for size 120 negs. FEC, SAL, SOU, NS.

BILL CASEY, 569 Surby Ave., Battle Creek, Mich., will sell Railroad Magazine '50-'60 plus old issues '45, '47, excellent cond.

HERB CEARLEY, 2529 Adams, Long Beach, Calif., sells bks., diagrams, slides, pix US, European steam, traction. (SAS)

GEO. COURTNEY, Box 87, Frazier Park, Calif., collects steam rr. songs, poems.

BILL CRAWFORD, 35 Colfax Rd., Havertown, Pa., sells, trades trolley air whistles, C36 controllers, handles, markers, bldrs. plates. (SAS)

JOHN CRAWFORD, R.R. 3, Petersburg, Ill., wants data, rosters, pix of CP&STL.; Jacksonville & Havana; Chi., Springfield & St. Louis; Indian Valley, Bullfrog & Goldfield; Ton. & Gold.; Ton. & Tidewater.

L. P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa., wants history of 4-4-0 No. 792 used by 20th Century-Fox in many movies.

JIM CUNNINGHAM, 185 W. Brentwood, Detroit, Mich., buys orig. size 116 or larger steam negs.

SHERMAN DANCE, 36 Jackson Ave., Haworth, N.J., sells 35mm Kodachrome duplicate slides steam, diesel, elec. Illus. catalog 25¢.

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J., sells Edaville 1946 souvenir excursion passes 25¢; other railroadiana. (SAS)

WALT DAWSON, 4655 W. Montrose Ave., Milwaukee, Wis., wants ERA track map of New York els, subway headway sheets.

WM. DRAKE, Jr., 58 Quaspec Rd., Blauvelt, N.Y., buys, trades 2¼x2¼, larger negs., blueprints of Baldwin diesels.

AL DREYER, Wales, Mass., trades back issues Railroad Magazine, Trains, Mdl. Rrer, RMC, MT, Railway Age, emp. tts., lanterns for Railway Age '59-'61, pre '34 Railroad Magazine.

LARRY EASTWOOD, Bryn Athyn, Pa., wants negs., tts., relics from RDG's Newtown branch.

LYLE FETTIG, Box 436, Novi, Mich., will buy CERA Bull. 100 (Iowa), also Wab. and NYC emp. tts.

HOMER FINK, 1806 Farragut, Laredo, Tex., wants drawings and specs. of telegraph bugs. Ultimate, Bunnell, Autoplex, etc.

NORM FISHER, Box 69, Woodfibre, B.C., Canada, sells Railroad Magazine, Trains, Mdl. Trs., RMC. (SAS)

ARTHUR FORREST, 6020 3rd St., Mayville, Mich., wants old bks., pix, articles on Virginia City and V&T.

FRED FOX, 333 Enxing Ave., West Carrollton, O., wants catalogs, pix, drawings of Lima, Porter, Davenport fireless locos.

LES FREMMING, 1650 N. Pacific, Kelso, Wash., sells b&w rr. picture postcards, mostly steam locos. List, samples 20¢.

TED GAY, 6 Northview Dr., Morris Plains, N.J., sells p.c. size negs. of many rrs., incl. shortlines. No complete list. (SAS)

MEL GREEN, 6464 S. Downing St., Littleton, Colo., sells 44x34" b&w line-drawn maps of Colo. showing rrs., ghost towns, etc., 1878-1958, $1.35 ea.

MILO GRELSON, 5604 32nd Ave., S., Minneapolis, Minn., wants 8x10 or larger pix GN 2-8-8-2, class R-2.

W. A. GRIMM, 204 Gregory Ave., West Orange, N.J., sells loco headlights, whistles, bells, number plates, J-1 throttle, lanterns. List 25¢.

FRANK GROSS (NKP Machinist, ret.), 453 Mill St., Conneaut, O., will buy info. on history of Rogers and Brooks loco works.

ROBIN HAAS, 123 S. Westgate Ave., Los Angeles, Calif., will trade 4 PE tr. orders for any Eastern or Northern rr. emp. tt.

WILFRED HALL (auditor, Belfast & Moosehead Lake RR.), 26 Miller St., Belfast, Maine, sells 25 B&ML unused tkts. 50c. Will sell '25 Car Builders Cyclopedia.

ED HANSON, Box 1194, Studio City, Calif., wants pix and history of Las Vegas trolleys.

CRISS HARTZELL, 130 S. Prospect Ave., Clarendon Hills, Ill., wants pix Pennsy 4473 (2-10-0), 6451 (2-10-4), IC 3506 (0-8-0).

STAN HAUCK, 136 Winthrop Ave., Wollaston, Mass., wants 3x5 pix and 616 negs. NH MU cars, elec. locos, club cars.

W. F. Inselman, 1335 E. Military Ave., Fremont, Neb., interested in El Paso & SW history and pix.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill., trades orig. 35mm color slides of diesels, cabooses in his area for those in yours.

JIM HOGAN, 3500 Norris Pl., Alexandria, Va., wants size 127 and 35mm slides DCT Cabin John, Friendship Hts. lines, Pitts. Ry., JT.

LES HUFF, 520 Bryant, Glen Ellyn, Ill., wants rr. uniform caps, coats, kerosene lanterns, rr. station signs.

BILL JERNSTROM, 822 Pelham Dr., Ft. Wayne, Ind., sells size 116 and larger steam pix, Lima bldrs. pix, steam and elec. negs.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y., sells back issues Railroad Magazine, Trains, Mdl. Rrer, RMC, Mdl. Bldr., HO Monthly, others. (SAS) (Ed. note: he has large stock; can fill almost any order.)

ROLAND KINART, Box 285, Monroe, Iowa, sells, trades railroadiana, incl. '85-'90 CRI&P waybills, monthly tkt. reports, frt. tariffs.

REED KINERT, 4014 Division St., Los Angeles, Calif., will buy Sinclair's book, Development of Loco. Engine (1907); state price, cond.

WOODROW LAWYER, 547 Broadway, Hanover, Pa., wants any size negs. and pix WM 716, 725.

VINCENT LEE, 32 E. 42 St., Bayonne, N.J., sells 35mm and size 620 steam, diesel engs., CNJ, RDG, Erie. (SAS)

ED LEWIS, Box 41, American Univ., Washington, D.C., seeks info. and pix RUT, M&NJ, L&NE.

BEN LOOSEMORE, 230 W. Lake St., Fruitport, Mich., wants 35mm slide of NYC 4-8-4.

DON MACBEAN, 380 Shenstone Rd., Riverside, Ill., sells CA&E railroadiana, incl. headlights, controllers; tkts., markers, switch lamps, etc. List free.

GEO. MACKAY, 503 Fader St., New Westminster, B.C., Canada, sells CNR size 116 steam negs., Mdl. Rrer, RMC, all exc. cond. List.

DAVE MATTHEWS, 40 Albemarle Ave., Toronto, Ont., Canada, collects bumper stickers.

MIKE MARTIN, 3231 Graveley, Vancouver, B.C., Canada, sells sizes 616, 120 negs. loggers, shortlines, CPR, CNR, GN, NP, BCE, PGE. Sample neg 25¢. (SAS).

MARVIN MAYNARD, 4164 Stanford Way, Livermore, Calif., sells tts., emp. tts. UP, ATSF, SP, Key System, IER; Off. Guides, Equip. Registers, trolley transfers, railroadiana. List 10¢.

ED McLAUGHLIN, Jr., 2209 Irwin St., Ft. Worth, Tex., desires steam pen pals in West Germany, France, England, Italy, Switzerland.

ED MISIUR, 64 S. 2nd St., Elizabeth, N.J., sells back issues Mdl. Rrer. (SAS)

BILL MOLL, 6908 Millbrook Blvd., University City, Missouri, wants any size pix Jacksonville, Fla., trolleys and color slides Atlanta trolleys.

JOHN NELSEN, 71 Humphrey Dr., Syosset, N.Y., asks all past customers of Long Is. Ry. Photo Service to contact him about unpaid accounts.

DAVE NESTLE, 81 Hill St., Greenwich, N.Y., sells railroadiana. List 8¢, stamps.

HARRIET NOBLE, 10410 E. Jefferson Ave., Detroit, Mich., seeks info. on GR&I, Chi. & W. Mich., F&PR, DGR&N. Also on CM&STP wreck about 11/2/16 at Moline City.

E. NOLAN, 1105 S. 6th Ave., Yakima, Wash., wants anything on Northern Pacific.

NORMAN ORFALL, 421 W. 6 Pl., Mesa, Ariz., sells tts., emp. tts., tr. orders, rulebks., Off Guides, etc. List free. Wants old Western tts., rulebks., sw. keys.

TAL ORR, Box 66, Dublin, Ga., will buy 1/46, 12/48 issues Modern Railroads.

W. R. OSBORNE, 1019 S.E. 12th Ave., Deerfield Beach, Fla., sells p.c. size pix steam, many rrs. (SAS)

MISS ENID PARK (age 14), 86 Bridge Rd., Belmore, Sidney, New South Wales, Australia, desires American teen-age railroad pen pals.

LARRY PLACHNO (publisher, Electric Transit Journal), 5041 Northwest Highway, Chicago, Ill., swaps info. and/or pix with overseas railfans.

PETE PLONKETT, 905 E. Washington Ave., Vinton, Va., buys steam movies, slides, any size pix N&W, C&O, VGN. Buys N&W bldrs. and No. plates.

M. E. POOLE, Box 161, Hillsville, Va., wants pix N&W steam locos, cars; N&W CR 10 wheel reports.

DON PROVENCHER, 8 Hamlin Ave., Gorham, N.H., wants pen pals interested in B&M, GT, CNR. Trades pix of B&M, CNR, GT. CV, NH, B&A, PRR, NYC.

JOE QUINN, Box 1044, Tillson, N.Y., sells orig. size 116 and p.c. steam negs., 50 rrs. No list.

RALPH RANDALL, 1966 Park Ave., San Jose, Calif., wants pen pals, also negs. on Colo. Midland, Cripple Creek shortline, Yosemite Valley RR.

BOB RATHKE, 56 Woessner Ave., Pittsburgh, Pa., seeks info., pix, negs. on B&O 5147 (4-6-2) and 4210 (2-8-2).

DAVE READ, 724 11th St. N., Columbus, Miss., wants to hear from those interested in forming train order trading club.

JEFF ROOT, 937 Liberty Ave., El Cerrito, Calif., buys Sacramento Nthn. railroadiana '30-'50, incl. passes, emp. tts., tts., orders, tkts.

WILLIE ROSENBERG, 8451 Beverly Rd., Kew Gardens, N.Y., trades 120 diesel negs. of MILW, CNW, CB&Q, D&RGW, SP, NP.

G. RUCH, 3834 W. 105th St., Chicago, Ill., buys, trades steam loco whistles.

C. F. SANDERS, 4614 Berkley St., Harrisburg, Pa., wants info. and pix Pittsburgh, Shawmut & N.

D. P. SAVANT, 808 Wesley Dr., N.W., Atlanta, Ga., wants history of CCC&SL.

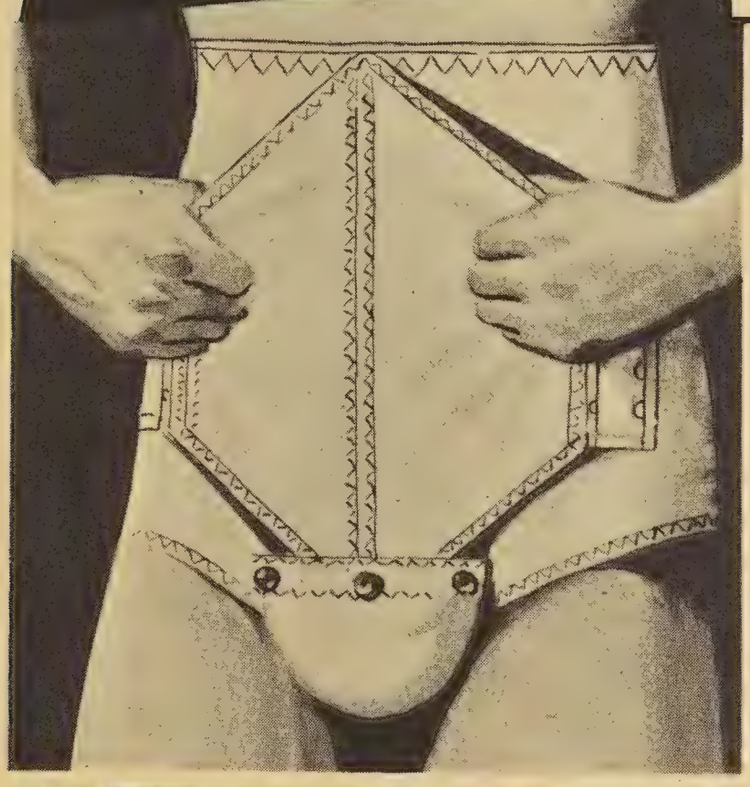
JOHN SCOTT, 3716 Rosebrook Ct., Concord, Calif., sells loco headlts., markers, bells, whistles, lanterns. List 25¢.

FRANK SEIFFERT, Jr., Box 21, Orange, N.J., sells Eastern steam and trolley pix. Either list plus 5x7 pic. 25¢. Both lists plus two 5x7's 40¢.

BOB SELLE, 4515 W. Park Rd., Hollywood, Fla., sells, trades sizes 122 and 616 pix, 35mm slides of Midwest traction, steam. Joe Shannon, Walt Tatom, please write.

NOW...Look Younger...Feel Younger ...More Attractive with Amazing New

MAN POWER FIGURE BELT!



MEN! Don't let sagging stomach muscles wreck your health . . . cause feeling of chronic back aches . . . lead to feeling of loss of *pep* and *vitality!* Try *Man Power* to make you feel *younger! More attractive! More manly!*

Double-panel holds in "bay windows," takes strained feeling off back. Adjusts instantly for perfect comfort. Never causes bulges . . . *always natural looking* . . . breathes with you . . . reduces appearance 4" or more from hips, waist! Crotch detaches for washing. *Man Power* dries in minutes.

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Rush me amazing MAN POWER FIGURE BELT in plain wrapper. MONEY BACK IN 10 DAYS IF I'M NOT DELIGHTED.

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- ☐ Send C. O. D. I pay shipping and C. O. D. costs.
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For ad rates, write PCD
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Chicago 6

BUSINESS & MONEY MAKING *(MB- Aug-Sept '62)*

SECOND INCOME FROM Oil Can End Your Toil! Free Book And Oilfield Maps! National Petroleum, Panamerican Bank's Building, Miami 32, Florida.

MAKE $25-$50 week, clipping newspaper items for publishers. Some clippings worth $5 each. Particulars Free. National, 81-PB, Knickerbocker Station, New York City.

EARN $3.00 HOUR—home spare time. Easy Pump Lamps assembling, No canvassing. Write: Ougor, Cabot 34, Arkansas.

AGENTS WANTED

SHOW YOUR FREE Sample. I Give You amazing Leth'R-Test Footwear. Show on your feet to 10 people and 5 will buy on sight because of beauty, quality. You'll see! Only $1.99 to $4.99, none higher. Guaranteed for one whole year. Highest commissions. Rush your size, state if man's, woman's. Perfect-World Co., Dept. 152, Cincinnati 12, Ohio.

BEAUTY DEMONSTRATORS—TO $5 hour demonstrating Famous Hollywood Cosmetics, your neighborhood. For free samples, details, write Studio Girl, Dept. 29C28, Glendale, Calif. Canadians: 850 La Fleur, Montreal.

MUSIC & MUSICAL INSTRUMENTS

SONGWRITERS, WITH PUBLISHER contacts, want song ideas. Share royalites. No fees. Send poems: Songwriters' Associates, 1650 Broadway, N.Y. 19-N.

POEMS NEEDED FOR songs and records. Rush poems. Crown Music, 49-MH West 32, New York 1.

MISCELLANEOUS

CASH FOR OLD Gold, Jewelry, Gold Teeth, Watches, Diamonds, Silverware. Free Information. Rose Industries, 29-PMB, East Madison, Chicago 2.

PERSONAL

ADULTS! UNUSUAL NEW Offers 25c; Wilson P. O. Box 2724, Santa Monica, Calif.

SALESMEN WANTED

EARN AS MUCH as $50 a day soliciting delinquent accounts. No collecting or investment. Metropolitan, Box 5887-SM, Kansas City 11, Missouri.

LOANS BY MAIL

MAIL LOANS, $100 to $1,000—Private. Fast service. Reliable company. Write now for free information. World Finance Co., Dept. 62-0, 620 Symes Bldg., Denver 2, Colo.

EDUCATIONAL OPPORTUNITIES

6,000 BACHELOR'S AND Master's Degree correspondence courses from fifty universities. Directory: $2.00. College Research, North Highlands 24, California.

HYPNOTISM

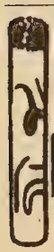
HYPNOTIZE UNNOTICED, QUICKLY, effortlessly, or refund! Thousands satisfied! $2. Reton, Box 244, Cedarburg, Wisconsin.

HYPNOTIZE! PRACTICAL INSTRUCTION Course $1 (guaranteed!). Crystal's PXB2, Millburn, New Jersey.

FREE ILLUSTRATED HYPNOTISM Catalogue. Write: Hypnotist, 8721 Sunset, Hollywood 46W, California.

INVENTIONS

INVENTIONS NEEDED IMMEDIATELY for manufacturers. For additional information Write Kessler Corporation, C-138, Fremont, Ohio.



WANT TO **STOP SMOKING?**

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Try NO-TO-BAC lozenges and see how their aromatic flavor helps stop the craving for tobacco. Rush $1 for 7 days' supply. (For heavy smokers – 16 days' supply $2). Money refunded if not satisfied. **NO-TO-BAC, Dept. AM, Hewlett, N.Y.**

Adventure Rides the *Orient Express*

Paris to Istanbul, the world's most glamorous and mysterious train, ridden by kings, spies, gamblers, film stars, maharajahs with harems, international jewel thieves, even killers—true story by Freeman Hubbard in the October issue of

RAILROAD MAGAZINE

out Aug. 2, 50¢ on newsstands or write to *Railroad Magazine*, 205 E. 42nd St., New York City

DON SHULTZ, R.D.1, Berwick, Pa., will buy all-time locomotive rosters.

ART SPELTZ, 505 Albert Lea St., Albert Lea, Minn., sells p.c. size pix of circus and carnival trains, others. List 25¢.

ED SPITZER, 7114 24th Ave., Kenosha, Wis., trades 35mm color slides Midwest locos for those of other areas, esp. Rocky Mt. and South.

T.F. STAFFORD, 1015 Oak St., Kalamazoo, Mich., buys pre '15 RPO cancellations on entire cards and envs.

JOE STAUBER, 709 W. Arnold, Marshfield, Wis., will sell back issues Railroad Magazine, Trains, size 620 steam negs., p.c. size steam pix.

ED STEERS, 303 Oreland Mill Rd., Oreland, Pa., will sell emp. tts., of NY&Erie (Elmire & Canadaigua br.), 1862, '65, Erie Ry. Susquehanna Div., mint cond. (SAS)

KENT STEPHENS, 581 E. 5th Ave., Chico, Calif., wants info., pix on logging rr. between Chamberlain and Umbazookskus, Maine 1926-'35.

ED STRONG, Silver City., Nev., buys, trades pix, negs., sizes 35mm to 5x7, steam and interurbans. Sells rr. bks. (SAS)

JOHN STRAUS, P.O. Box 10, Matteson, Ill., will sell collection of 50 postage stamps depicting trains, $1.

M. W. SWANSICK, 6430 Xavier Ct., Arvada, Colo., sells Western railroadiana, incl. slides, maps, etc. (SAS)

TED TAETSCH, 14218 Garfield Ave., Lakewood, O., offers free (SAS) 3x5 pix automated PCC, also last DCT trolley. Sells pix on approval.

JOHN TAKACH, 114 S. 2nd St., Frackville, Pa., sells, trades sw. keys, locks, tts., tr. orders, any size steam pix rulebks. Wants pen pal interested in steam.

GORDON TUENGE, 1225B S. 6th St., Terre Haute, Ind., wants 35mm slides, emp. tts., Southern Ry. publications. Wishes to correspond with SOU telegraph operator.

MIKE VENN, 26 Trafalgar St., Mont Albert, Victoria, Australia, wants U.S. pen pal interested in trading pix and info. on railroads, esp. D&RGW, also steam locos and railcars.

BOB WEBSTER, 5244 Dunbar St., Vancouver, B.C., Canada, buys or trades for any size negs. DCT Silver Sightseer, IT streamliners, CNS&M Electroliners, CPR 2816, 2861, Nelson St. Ry., BCER, CNR 2126.

A. D. WELLBORN, Box 2487, Ft. Worth, Tex., back issues of Railroad Magazine, RMC, Trains, Mdl. Rrer, also tinplate and O gage items. (SAS)

Miss MARIE DAGELIS, Box 103, Raddison, Sask., Canada, wants to hear from railfans who have old cookbooks. (Ed. note: this is a new type of request.)

BILL WOELFER, 149 S. Eastland Dr., Lancaster, Pa., buys orig. color slides steam locos B&O, C&O, VGN, N&W, C&NW, MILW, also early diesels.

ROBT. WAGNER, 209 E. 66th St., New York City, buys or trades duplicate Pullman diagram No. books and descriptive Pullman Co. lists.

Mrs. LEOTA COLE (CB&Q agent, widow of loco fireman), Box 252, Bridgeport, Neb., swaps sheet music, esp. rr. music.

HOWARD AMELING, 807 Court St., Fremont, O., sells steam pix, sizes 3½x5 to 8x10, NYC, NKP, B&O, GTW, CNR, CPR, N&W, shortlines, log rds.; list and sample 10c.

STEVE PARSONS, 3432 Stuart Ave., Richmond, Va., wants history, info. on SAL, any size SAL pix.

Miss SHIRLEY SWAN (physically handicapped daughter of CB&Q employee), 3181 R St., Lincoln, Neb., collects stamps, U.S., foreign; appreciates any sent to her. Also likes picture postcards.

ROLAND GLAZE (REA agt.), Victoria, Tex., will buy old brass rr. spittoon and key-wind clock with pendulum seen thru glass door.

GARY OXENRIDER (age 13), 4501 Ovondale Dr., Fort Wayne, Ind., wants railfan pen pal interested in buying, selling, swapping U.S. stamps.

AL SHARP, 100 Shennecossett Parkway, Groton, Conn., sells B&A, MEC, B&M, Pennsy, NYC 1915 tts. $1.25 ea. Also sells old issues Railroad Magazine, emp. tts.; 34-pg. railroadiana list 25c coin.

L. E. LINDSAY (retired exp. msgr.), 801 N.W. 102nd St., Miami, Fla., colects annual rr. passes.

Mrs. MARY PICKARD (widow of Big 4 Railroad man), 1824 Southeastern Ave., Indianapolis, Ind., collects rr.-picture postcards and playing cards with rr. views, rr. adv. pencils, seals.

WARREN STOWMAN, 2011 W. Godfrey Ave., Philadelphia, Pa., will trade for, or buy, any size pic Rdg. 3019 (2-10-2) taken 1946 or later.

LEE GORAN (Wabash RR. telegrapher), 215 S. Wentz, Montgomery, Ala., trades train orders, frt. bills, rulebks., tts., emp. tts., all old.

STEVE MUMLEY, Box 443, Alburgh, Vt., wants teen-age pen pal interested in diesels.

RAY BROWN, R.D. 1, Middletown, N.Y., sells 35mm Kodachrome slides and color photos of Erie and N.J. rds., Erie steam-scrapping data. (SAS)

LARRY LEWIS, 631 Van Brunt Blvd., Kansas City, Mo., seeks newspaper clippings of wrecks and foreign picture-postcards.

A/IC CARL MUNCK, Bldg. 143, Apt. 1, Camp Kilmer, N.J., buys D&H steam negs., any size.

C. L. GRAHAM (retired Sou. Ry. opr.), 100 W. Washington Ave., Clinton, Tenn., wants old discarded rr. watch, other old watches, esp. key-winder.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md., sells 5 Md. & Pa. 5x7 photos (4 steam, 1 diesel), $1.50.

RON ERIKSEN, 3433 90th St., Jackson Heights, N.Y., will sell old Trains mags.: 13 from '55, '56, '57; compl. Jan. '58-Dec. '60 exc. May '58.

W. N. HERRELL, Box 36, New Haven, Mo., coin collector, will trade railroadiana (Ed. asks, what kind?) for Indian pennies, etc.

HOWARD SANFORD, 5236 Crestwood Dr., Harrisburg, Pa., wants to hear from anyone wanting to join new emp. tts. trading club.

LESTER HARLOW, 5901 Paul St., Alexandria, Va., will pay good price for UP Challenger loco metal paperweight, about 10" long, popular 25 yrs. ago.

W. A. PETERWORTH, 216 S. 38th St., Louisville, Ky., sells desk sets, 10½x3½x3" with 4" nameplate, of Civil War loco "General" incl. swivel sockets holding 2 ballpoint pens, plus 20-page booklet, "Great Loco. Chase," $15.25.

JOE McMAHON, 15 Adrian Ave., New York City, sells Eastern tts., emp. tts., Off. Guides, old issues Trains. (SAS)

J. M. PITTS, 323 W. Pine Ave., Wake Forest, N.C., wants info., any size b&w or color pix of Pickens and Tallulah Falls rrs.

L. L. CARPENTER, Rte. 2, Box 725-A, Lake Stevens, Wash., seeks any size old pix and data of Everett Monte Cristo Ry., info. on early days of locale it served.

FRANCIS ORSER, 917 (or 717?) Central St., Joplin, Mo., wants any size pix and info. on DT&I elec. locos; write first.

Miss ANN HERGET (NKP agt.), Russiaville, Ind. wants to hear from anyone interested in buying one sketchbook of finely detailed pencil drawings of 25 diff. steam loco types.

ED GALITZA, "Ghost Town," Findlay, O., will buy narrow-gage stream quarry-type locomotive, preferably one store stored in or near Ohio.

CURT WIEBE, 2760 W. 5th St., Yuma, Ariz., trades 120 size loco pix. Trades and sells recent back issues Railroad Magazine and Trains.

CHAS. WILLHOFT, 14155 Green St., Grand Haven, Mich., wants size 616 steam loco negs. from almost all rrs.

JIM WILLIAMS, 3650 Mill Rd., Hatboro, Pa., will buy R&LHS Bull. 67, good cond.

FRED WILSON, 2108 Melrose St., Rockford, Ill., buys any size pix TP&W steam.

BOB WITHERS, 3606 3rd Ave., Huntington, W. Va., wants any size pix B&O mikes 4499, 4535, 4559, 4582, 4517, 4547, 4564, 4598, 4518, 4552, 4565, 4531, 4557, 4569.

JOHN WOOD, 7242 Fisher Rd., Rt. 4, Dallas Tex., wants tts., emp. tts., Off. Guides, rr. bks., railroadiana loco, car Cyclopedias.

Model Trading Post

C. BEILSTEIN, 2901 Landover St., Alexander, Va., will sell Car and Loco. Plans for Mdl. Rrers ('48 Santa Fe). Make offer.

A. F. CLOW, 5913 Eastern Ave., Washington, D.C., will trade Lionel 42 for live steam loco.

SANDOR DEMLINGER, 7119 N. Laramie, Skokie, Ill., will swap '37 Car Bldrs. Cyclo., 110 Yrs. of RR. Cars, and 20 8x10 orig. pix C&NW pass. yd. for HO Labelle & Binkley kits.

ROLAND KINART, Box 285, Monroe, Iowa, trades HO gage equipment. What have you?

A. G. McDUFFIE, Box 285, San Francisco, Calif., wants Lionel HO locos and Hobbytown diesels.

LAYTON MILMAN, 1729 Douglas Ave., Stroudsburg, Pa., will trade unpainted United ATSF 2-8-4, coal tender for United SOU PS 4.

M. E. POOLE, Box 161, Hillsville, Va., will trade U.S. stamp collection for HO equip.

TOM PULSIFER, Box 201, Hamilton, Mass., will sell Lionel, Marx 027 sets, track, Plasticville bldgs., good cond. (SAS)

LARRY STEINGARTEN, 690 Academy St., New York, N. Y., will sell 5 Marklin locos, 24 cars, transformer, accessories, and track. (SAS)

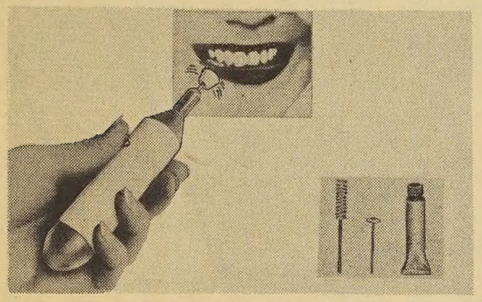
MIKE STERNFELD, 2611 York St., Fairlawn, N. J., will sell AF layout, incl. track, switches, bldgs., locos, cars, scenery. (SAS)

JOHN TRUITT, 808 Almeria Ave., Coral Gables, Fla., wants John A. English parts, locos, new or serviceable cond.

A. D. WELLBORN, Box 2487, Ft. Worth, Tex., sells or trades O gage equip. for HO. (SAS) •

Men's Mart

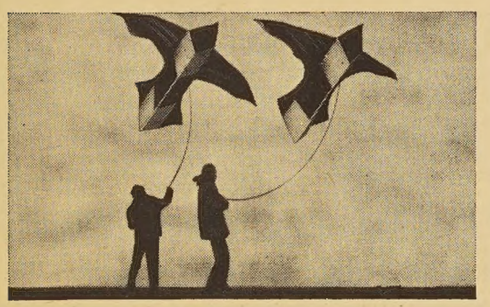
All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized items. This department is not composed of paid advertising.



HOME DENTAL TREATMENT for a brilliant and radiant smile. Includes everything you need and is so safe and easy to use. Battery operated motor spins the stain remover, nylon brush or gum massager 3600 revolutions per minute, whisking away stains and film. Includes paste, battery and instructions. $3.98 ppd. Whirlee, Inc. Dept. AMG 31-01 Steinway St., Long Island City 3, N.Y.

MEN, it's still your world! Did you know that in the 113 years of U.S. Postal History, women have appeared on only about 50 of the more than 1,200 different U.S. stamps issued during that period? Yep, and 3 women have appeared more than once. Here's a chance to get 22 of these scarce stamps including Betsy Ross, Clara Barton, etc. 25¢. Garcelon Stamp, Dept. AMG Calais, Me.

ATTENTION FISHERMAN—New fishing discovery, Brite-Lure, will help you catch more fish by making your present lures more effective. Fine for streams, lakes, oceans. Draws fish up to sixty feet. Treats 300-400 lures. Costs so little for such helpful assistance. Price is only $2 ppd. Best Values Company, Dept. AMG, 285 Market Street, Newark, N.J.



SPACE BIRD zooms, glides and climbs like a bird in flight. It's 3 dimensional and made of tearproof acetate cloth. Flies any type weather. Giant size 48″ wing spread, 33″ long, 250 ft. cord, $2.98 ppd. Super size 66″ wing spread 47″ long, 500 ft. cord. $6.95 ppd. Fun! Terry Elliott Co., Dept. AMG P. O. Box 1918, Grand Central Sta., New York 17.

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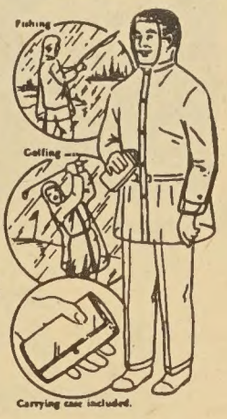

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STOP EYEGLASS SLIDE

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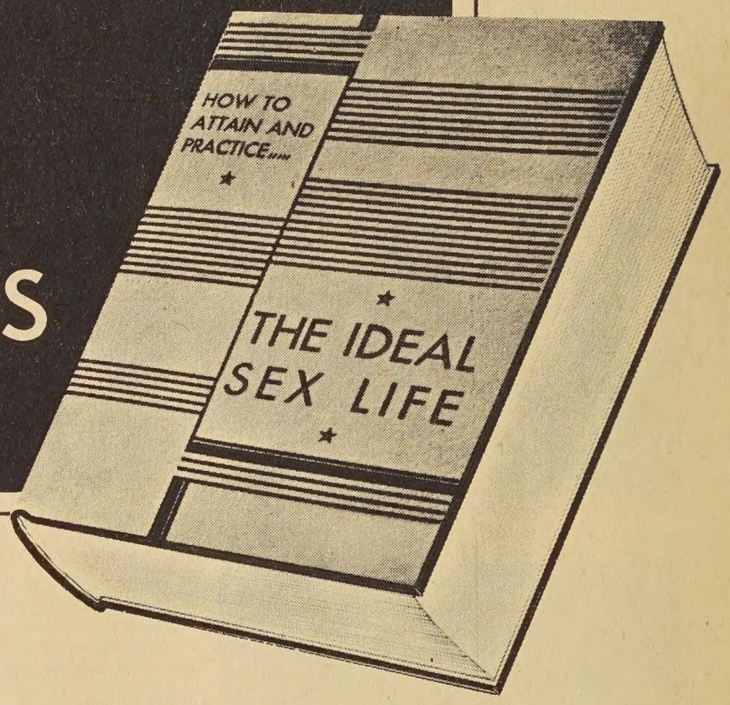

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Readers of this all-complete book (one of the largest on married sex practice) have learned so much more than they thought possible! Practically every type of married sex problem and every age is individually treated. Shows how to carry out the detailed instructions. Experience the supreme satisfaction of a longer, happier married sex life and abolish the dangers of wrong sex notions. 150,000 illuminating words help establish the necessary desired cooperation between husband and wife. One of the most up-to-date books, the latest improvements, methods, etc., that should be known. This treasure is yours now for only $2.98 (originally $6.00).

Partial Contents of "Ideal Sex Life"

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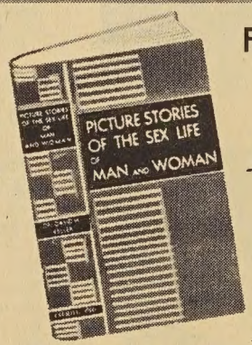
- Preventing dangers of children's sex life.
- Art of love for different ages and types of men and women.
- Advice for aged married people.
- Attaining the greatest satisfaction in sex life.
- 4 kinds of sexual satisfaction.
- Avoiding too much or too little sex life.
- Overcome physical hindrances for ideal sex practice.
- Avoiding dangerous sex relations.
- Degeneracy facts of sex.
- The male and female sex organs.
- Strengthening man's sex virility and sex control towards ideal mutual climax.
- Importance of caresses, embraces for ideal sex life.
- Sources of Disease.
- Sex act regarding change of life, pregnancy.
- The problem of self-satisfaction.
- Sexual Case Histories.
- How to treat abnormal cases.
- Art of choosing a mate for ideal married sex life.
- Plus many more enlightening chapters—every one in simple frank words!



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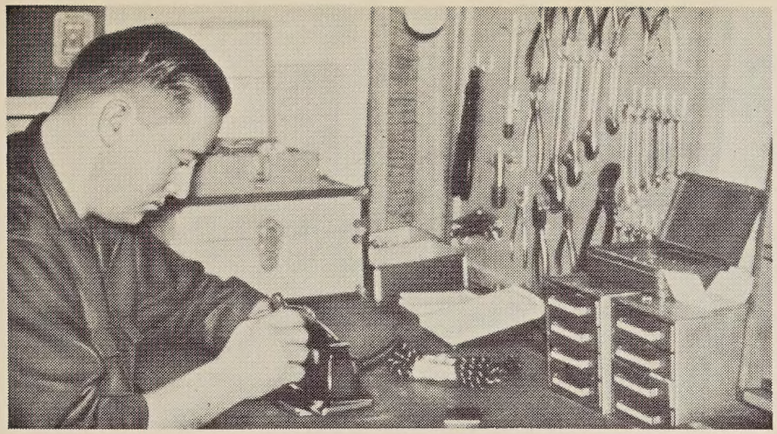

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IF YOU'RE like so many men today, you've been "hankering" to start "a little home business of your own." In spare time at first, then maybe full-time later on. Something you'd enjoy – and that pays well. Something that fills an existing need in your neighborhood or town – that "sells itself," without any high pressure arguments – that doesn't take a big investment or elaborate equipment.

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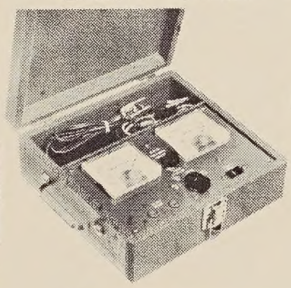

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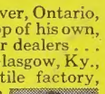
EARL GROSS, Hanover, Ontario, has spare time shop of his own, does work for four dealers . . . **ARGIE C. TAYLOR**, Glasgow, Ky., worked in a textile factory, now has one of most modern Radio-TV shops in his area . . . **JOSEPH W. SENIA**, Stratford, Conn., is a senior Electronics Instructor in the service school of Sikorsky Div., United Aircraft . . . **JOE DUCKWORTH**, Ft. Worth, Tex., says "Thanks to NRI I am in a top position with the Federal Aviation Agency"...**RAYMOND D. ARNOLD**, Attleboro, Mass., was shipboard operator after graduation. He's now chief engineer of Station WARA . . . **JOHN J. JANEGA**, Sydney, Nova Scotia, writes, "NRI training opened up a world of opportunities and gave me confidence. I earn much above average salary as Electronics technician for Canadian Marconi."



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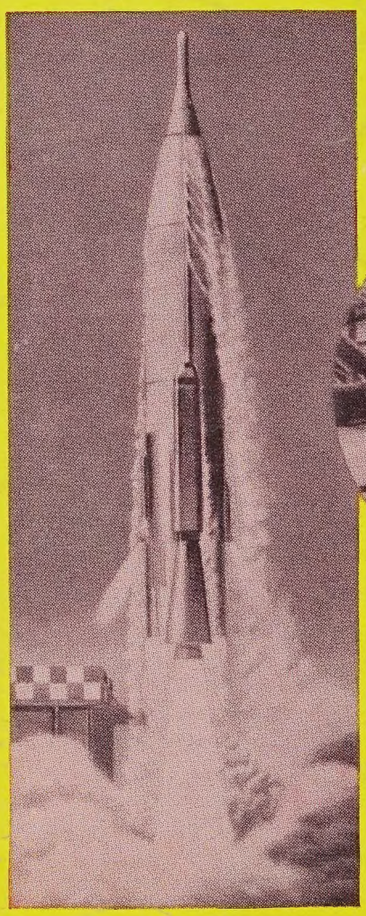

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